20
18

The Edmond Plan

Edmond
PLANNING DEPARTMENT

2018

The Edmond Plan

TABLE OF CONTENTS

ACKNOWLEDGMENTS

Thanks to the City of Edmond's elected and appointed officials, City staff, citizens and stakeholders who provided knowledge and assistance throughout the update process.

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Several staff provided knowledge, assistance and insight throughout the process and will continue to be instrumental in the implementation of the Plan.

Edmond Electric

Financial Services

Edmond Fire Department

Edmond Police Department

Engineering

Marketing & Public Relations

Parks & Recreation

Public Works

Urban Forestry

Water Resources

OTHER PARTNERS AND ALLIED AGENCIES

Edmond Economic Development Authority

Edmond Public Schools

The University of Central Oklahoma

The Edmond Neighborhood Alliance

CHAPTER 1 | Introduction and Community Profile

This document is an update to Edmond's comprehensive plan[1], known as the Edmond Plan, 2018. The update process included a synthesis of input from community members – both residents and business owners or operators, city service providers, and subject matter experts from allied agencies, such as the University of Central Oklahoma and Edmond Public Schools. The update incorporates three important goals related to the usability of the Edmond Plan – 1) simplify the land use categories so they can provide additional context and characteristics for informing land use decisions; 2) reduce the need to frequently amend the plan map while at the same time making use of the analysis required in the adopting ordinance for amending the Plan; and 3) shortening the document itself so that it is easier to consume by a wide audience of residents, businesses, boards, commissions, allied agencies, and other stakeholders.

Edmond, located just 13 miles north of downtown Oklahoma City and incorporating 87.5 square miles, has become an important part of the Oklahoma City metropolitan area. Thanks to rapid population growth, what was a small town just a few decades ago has grown into a small city with a population quickly approaching 100,000.

1.1 Purpose

As the City of Edmond's comprehensive plan, Edmond Plan, 2018 provides some methods for the City to meet its commitment to its citizens, by:

1. Capturing our community's **Visions and Goals**;

2. Providing an honest assessment of **Challenges** that impede our ability to reach our Visions and Goals; and,

3. Prioritizing clear policies, **Actions, and Recommendations** that will help us overcome those challenges by leveraging our assets.

1.2 How to use Edmond Plan, 2018

Edmond Plan, 2018 includes descriptions of the desired character of the community which should be used by residents, the private sector, the public sector, and decision makers to design, create, prioritize, and advocate for improving our quality of life now and far into the future. The policy guidance, including Actions and Recommendations, in Edmond Plan, 2018 can be used to support ordinance improvements, types of projects or programs, and prioritization of city services.

1.2.1 Development Process

Applications related to development – rezoning, specific use permits, and variances – must be in conformance with Edmond Plan, 2018. City staff is responsible for evaluating these applications and summarizing whether and to what extent each conforms to the policies in Edmond Plan, 2018. This summary is provided to the appropriate boards, commissions, and City Council to help inform their decisions.

1.3 Amending Edmond Plan, 2018

Edmond Plan, 2018 occasionally requires amendments to reflect changing conditions or implementation progress. The Plan is amended in two primary ways. An amendment is required when an applicant has a rezoning request that does not conform to the associated Plan Category. In this instance the process to amend the Plan Category map is detailed in the adopting ordinance. The decision to approve or deny this type of amendment is based on Edmond Plan, 2018's goals and policies as well as other relevant factors that City Council considers.

At regular intervals, the City will evaluate Edmond Plan, 2018 and propose updates to the status of various policies or actions, modifications to policies, and/or updates to the Plan Categories – both their descriptions and the associated map. These amendments are subject to the same approval/denial process as amendment requests initiated by applicants.
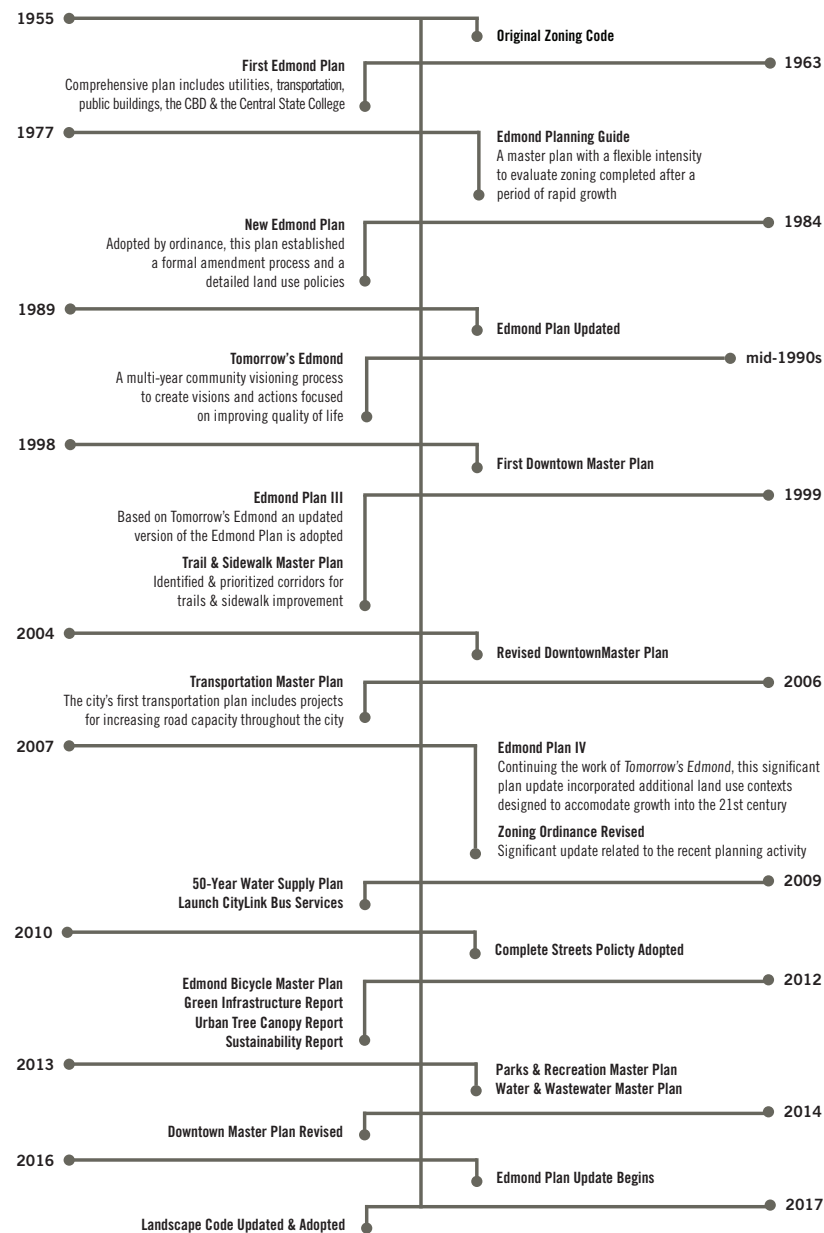
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[1] The version of the Edmond Plan that is being updated is known as Plan IV. It was adopted in 2007.

CHAPTER 2 | Background

2.1 History

The City of Edmond has been actively planning for growth and development throughout its history, updating comprehensive plans at regular intervals. In 1984 the City placed new emphasis on the comprehensive plan by adopting the comprehensive plan via ordinance and requiring formal City Council approval for amendments. The planning process has placed a strong emphasis on citizen involvement, to ensure that the comprehensive plan reflects the values of our community. This plan update builds on previous plans, strengthening relevant sections and revising others to reflect changes that have occurred since 2007. As the timeline below shows, Edmond's appetite for significant long-range planning projects expanded in the past 20 years, including the adoption of Plan IV. Implementation of Plan IV required several important planning efforts related to long-term growth, development, and capital projects.

Edmond Planning Timeline

1955

Original Zoning Code

First Edmond Plan
Comprehensive plan includes utilities, transportation, public buildings, the CBD & the Central State College

1963

1977

Edmond Planning Guide
A master plan with a flexible intensity to evaluate zoning completed after a period of rapid growth

New Edmond Plan
Adopted by ordinance, this plan established a formal amendment process and a detailed land use policies

1984

1989

Edmond Plan Updated

Tomorrow's Edmond
A multi-year community visioning process to create visions and actions focused on improving quality of life

mid-1990s

1998

First Downtown Master Plan

Edmond Plan III
Based on Tomorrow's Edmond an updated version of the Edmond Plan is adopted

1999

Trail & Sidewalk Master Plan
Identified & prioritized corridors for trails & sidewalk improvement

2004

Revised DowntownMaster Plan

Transportation Master Plan
The city's first transportation plan includes projects for increasing road capacity throughout the city

2006

2007

Edmond Plan IV
Continuing the work of *Tomorrow's Edmond*, this significant plan update incorporated additional land use contexts designed to accomodate growth into the 21st century

Zoning Ordinance Revised
Significant update related to the recent planning activity

50-Year Water Supply Plan
Launch CityLink Bus Services

2009

2010

Complete Streets Policty Adopted

Edmond Bicycle Master Plan
Green Infrastructure Report
Urban Tree Canopy Report
Sustainability Report

2012

2013

Parks & Recreation Master Plan
Water & Wastewater Master Plan

2014

Downtown Master Plan Revised

2016

Edmond Plan Update Begins

2017

Landscape Code Updated & Adopted

2.2 What has Changed?

The primary change in this update of Edmond Plan, 2018 is the synthesis of the several major types of land use categories from Plan IV – namely the 50 or so land use types including General Plan categories, Character Districts, Ordinance Plan land use categories, Planning Districts, and Development Alternatives – into Plan Categories that capture the context and character of those named above as well as applicable concepts derived from the zoning ordinance districts. These synthesized Plan Categories provide clear and concise direction about the future of our community.

Additionally, the policies in each chapter have been updated based on their status and priority and consolidated into the Implementation chapter to make them easier to find and use.

2.3 Challenges and Opportunities

An important part of the long-range planning process is to clearly and honestly assess the challenges our community is facing over the next 5 to 25 years and embrace opportunities to address those challenges. As Edmond transitions from a small 20th century town to a mid-sized 21st century city and has an expanding role in the larger metropolitan area, these challenges impact our ability to provide the highest quality of life for the current and prospective members of our community.

Many of our "root-challenges" have resulted from Edmond's relatively young age and its rapid growth during a period when land-use separation and low-density car-centric design predominated the way cities were planned and built. Cities across the United States have begun to realize that this approach is compromised in ways that erode their quality of life and many of the solutions, policies, and actions attempt to repair the resulting conditions.

As part of the process to update Edmond Plan, 2018, several analyses of the conditions related to development, city services, and infrastructure maintenance were completed and synthesized into Six Key Challenges that need to be addressed in long-range planning projects.

2.3.1 Land Use Patterns

Planning and development practices that focus on creating single-use areas have resulted in a degradation of natural resources, an inability to effectively redevelop and infill older parts of the city, and challenges in delivering high-quality city services. The current development rules attempt to control function, performance, and aesthetics by regulating uses.

2.3.2 Economic Development

There are several approaches or practices related to long-term fiscal health that could be more fully utilized. These include limited involvement of the public sector in supporting local employers relocation and/or expansion plans, a well-understood plan related to strengthening our sales tax base, programs or practices that support local independent businesses, and opportunities to create places that act as attractors for employers and other businesses. Additional strain to our community's employers is derived from the relatively high cost of living in and around Edmond where approximately 75% of our households spend more than half of their income on housing and transportation according to analysis completed by the Center for Neighborhood Technology[2].

2.3.3 Infrastructure Maintenance

Maintaining our growing inventory of infrastructure is a challenge that becomes exponentially larger as the city expands and the infrastructure ages. Concerns raised around this topic include too much uncertainty about the amount of deferred maintenance our various systems are currently carrying and incomplete information about life-cycle costs available to support decision-making. These unknowns appear to have contributed to insufficient attention being paid to infrastructure maintenance.

2.3.4 Capital Projects Planning

Over the last several years a variety of master plans and other project-specific efforts have resulted in identifying numerous capital improvement projects (trails, parks, streets, facilities, etc.). However, funding levels only support the completion of a small fraction of these projects; this imbalance suggests that the funding mechanisms and the project identification process are out of alignment.

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[2] The Center for Neighborhood Technology analyzes Census data on a variety of topics including cost burden.
https://htaindex.cnt.org/map/

2.3.5 Transportation System

Several factors have recently conspired to present our community with significant challenges related to transportation. Transportation planning and land use planning have been undertaken as separate activities (trails plan, streets plan, land use plan, etc.) as opposed to considered together as symbiotic parts of a larger whole. Until recently our primary focus was on moving private vehicles as quickly as possible along arterial roads. This approach has undermined our ability to create a safer network of streets, trails, and multi-modal facilities that provide numerous options to many different types of users. The reluctance to require completion of a transportation network (streets, trails, sidewalks, etc.) as a component of the development process has left many areas disconnected from important daily needs. Finally, the functional class system used for identifying different roadway types is not sufficiently nuanced for the complex context found in cities.

2.3.6 Current Planning Approach

Edmond's system for processing development-related requests has evolved over the past few decades based on the demands and requirements of a variety of competing interests. The entire process has become somewhat convoluted to the extent that there is a disparity between the complexity of the process and the value of the resulting project. This barrier restricts our community from achieving its future vision.

2.4 Community Assets

In the same way it's important to honestly assess our community's challenges, it is also important to recognize our strengths and those characteristics that we value. There are several types of community assets.

- They can result from our shared history and be something that we have worked hard to achieve such as the creation of an important institution or a special place;

- They could be naturally occurring due to our setting or climate; or

- They could be associated with the characteristics of the people who live or work in Edmond.

Part of the purpose of the comprehensive plan is to highlight key features or assets and show how they can be leveraged to help overcome our challenges.

2.4.1 Population Changes

As our community's population matures over the next few years and into the coming decades, Edmond has a great opportunity to fulfill its vision of becoming a sustainable recognized 21st century hometown. If we can create an environment that welcomes people of all ages and abilities, we will have a chance to thrive for many years to come. The figure below shows Edmond's projected change in population from 2010 to 2050.

EDMOND POPULATION PROJECTION CHART | BY AGE GROUP

16K↑
65 PLUS

Edmond's population is changing. Not only has our community experienced a steady increase in population, the portion of residents who are nearing retirement age is changing rapidly – from 11% in 2010 to a projected 19% by 2030. This change presents some key challenges and important opportunities related to making Edmond a comfortable and convenient community for people of all ages.

65+
50–64
34–49
20–34
0–19

2017
2010 · · · · · · ● · · · 2020 · · · · · · · · 2030 · · · · · · · · 2040 · · · · · · · · 2050
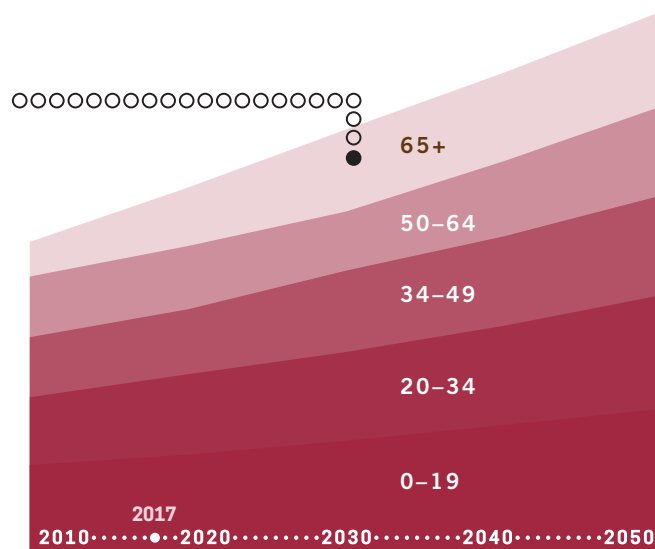
NOTE: 170% increase in number of 65+ from 2010–2050.

2.4.2 Downtown Edmond

Downtown Edmond continues to evolve as a valuable unique district. Having benefited from several master planning efforts – most recently in 2014 – and possessing detailed design guidelines, both private and public projects located in Downtown have enhanced several key locations. Further enhancement and development of Downtown is a critical component of Edmond's strategy for creating resilient places.

2.4.3 Arcadia Lake

Arcadia Lake serves as a municipal water resource and popular regional recreation area. As a part of the Cross Timbers ecosystem, this area is noted for its forest stands and abundant wildlife. This valuable resource is worthy of protection as evidenced by existing rules and regulations and strengthening those regulations can contribute to restoring the quality of the water and the natural environment.

2.4.4 University of Central Oklahoma

Edmond is home to the University of Central Oklahoma (UCO), which was originally chartered as the Territorial Normal School, the oldest institution of higher learning in Oklahoma. UCO is a valuable community partner and economic engine due to its size – including more than 15,000 students and 1,400 employees, performance, and unique programs. Strengthening the connections with UCO is an important strategy for the long-term health of our community.

2.4.5 Edmond Public Schools

The Edmond Public School District is a source of community pride and with good reason. In 2017 nearly 25,000 students were enrolled in 28 schools, 10 of which have been recognized as National Blue Ribbon Schools. All three of the district's high schools are consistently rated among the best in the nation by U.S. News and World Report, Newsweek, and the Washington Post. Additionally, Edmond Public Schools is the largest employer in our community with a workforce of nearly 2,600.[3] A strong public school system is often one of the cornerstones of a strong community.

2.4.6 Education Attainment

More than 53% of Edmond residents hold at least a Bachelor's degree which compares to 30% of US residents. This high percentage contributes to other positive outcomes associated with our community such low unemployment and high household incomes.

2.4.7 Transportation Network

Edmond is fortunate to have great access to a regional transportation network that includes six interstate highway (I-35) exits/entrances, a freight rail corridor (BNSF), and a nearby turnpike (Kilpatrick/Turner Turnpike). These facilities along with the city's grid of arterial roads and nearby state highways make many areas of Edmond viable regional resources.

2.4.8 Safety

Edmond boasts the lowest crime rate in its metropolitan area and one of the lowest in the country. This enviable situation contributes to our community's livability and makes it an attractive location for people and businesses interested in relocating.

2.4.9 Strong Community Identity

Edmond residents are generally proud of their neighborhoods and their city. This strong identity is often captured by sentiments of "small town feel" and other characteristics related to neighbors and neighborhoods. This passion for our community can be a powerful cornerstone for enhancing and creating places that people feel connected to.

2.4.10 Corporate Citizens

Reflecting the character of its residential citizens, Edmond's corporate citizens are engaged and passionate about being part of the community. Many businesses participate in a variety of community activities and have a sense of pride associated with being in Edmond. These organizations are valuable partners as we work together to overcome our challenges.

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[3] Edmond Public Schools maintains a list of awards and recognitions on their website:
https://edmondschools.net/district/discover-eps/indicators-of-excellence/

CHAPTER 3 | Vision – *Tomorrow's Edmond* **Continued**

3.1 Background

In 1996, the City of Edmond initiated a community visioning project to solicit citizen input regarding the desired future of the community. *Tomorrow's Edmond, A Community Dialog* provided an open forum for neighbors and other stakeholders to discuss Edmond's future. Over the period of sixteen weeks, those stakeholders articulated visions and goals that still resonate throughout our community. *Tomorrow's Edmond* continues to be a useful touchstone for Edmond Plan, 2018.

3.2 Our Vision

"Edmond will be a diverse and innovative hometown committed to excellence through leadership, balanced growth, and cooperation. These high standards will only be accomplished by citizen participation."

3.3 Guiding Principles

In addition to the overarching vision statement, participants in *Tomorrow's Edmond* developed eleven topic-specific vision statements through a series of focus groups. In order to minimize confusion regarding the single vision for Edmond, the eleven vision statements have been included as a series of guiding principles that are to be met by the goals, policies and overall direction of Edmond Plan, 2018.

1. Edmond will be an internationally recognized model of excellence; a community fostering balanced and diversified economic prosperity that sustains a superior standard of family values and quality of life.

2. Edmond will be a community that offers an excellent city-wide variety of park facilities and recreational activities; preserves and promotes green space and natural resources; and enhances the quality of life for all.

3. Edmond will be a safe, clean, beautiful community of responsible citizens, open to all, with the resources and plan to support quality civic and personal growth, lifelong learning opportunities, a vibrant downtown, walkability, public art, recreation for all ages, and a diverse local economy.

4. Edmond will set the standard for educational excellence with community-wide commitment to life-long learning with a global perspective.

5. Edmond will be a planned community utilizing balanced development with citizen involvement to assure quality living.

6. Edmond will be a community that provides for the sustainable development of the infrastructure that fulfills the diverse needs of its citizens into the 21st century.

7. Edmond is a distinct, progressive community of informed citizens, fully participating in creating and implementing sound public policy ensuring the highest quality of life.

8. Edmond is a benchmark community that promotes well-being by providing quality, comprehensive health and social services that are coordinated and accessible to all.

9. Edmond aspires for international recognition as a progressive community that provides a stimulating climate and resources for the multi-cultural needs and expressions of its citizens.

10. Through intense and vigorous planning, our mission is to meet the needs of the entire community by maintaining and promoting a strong sense of community involvement.

11. Edmond is the premier community in which to live and work, characterized by a sense of family, quality educational, recreational, and cultural opportunities, an aesthetically pleasing environment, well planned corporate and community development, citizen involvement, and community spirit.

An additional vision statement has been added as part of this update, to reflect changes that our downtown area has experienced in recent years.

1. Downtown is a healthy, vibrant, walkable urban neighborhood full of people living, working, eating, playing, shopping, and learning.

CHAPTER 4 | Land Use

4.1 Purpose

The land use component of Edmond Plan, 2018 is designed to capture and augment, where appropriate, the desired character and context of our community, including accommodating a wider diversity in the built environment where appropriate. Using the Plan Categories described and mapped in this Chapter will provide the opportunity for integrated developments that have harmony of design and variety of function. The Plan Categories synthesize approximately 50 types of land use descriptions from the previous version of the comprehensive plan by compiling the purpose, character, and context from those descriptions and using that information to create an even more valuable resource regarding development throughout Edmond. Each Plan Category includes a description and context, expectations regarding building types, transportation, circulation, access, utility provisions, public space types, and site design considerations where applicable. This information should be used to both predict the future character of an area, and to enhance and evaluate site-specific development proposals.

Interested stakeholders, including applicants, City staff, City Council, Planning Commission, other boards, committees, or commissions, and community members should use the information provided in each Plan Category to help inform their priorities and decisions about activities that involve our community's built environment and the policies that impact our quality of life.

4.2 Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, and recommendations – to one another. The Goals related to Land Use are shown below and reflected throughout the remaining portions of this section as well as plan implementation.

Designation	Goal
GLU01	Edmond will create, protect, and preserve a diverse community comprised of stable and robust neighborhoods, commercial districts, industrial sites, and special areas designed to offer a harmonious blend of housing, employment, shopping, entertainment, recreation, education, and cultural experiences.
GLU02	Edmond will have a variety of housing types and densities that meet the needs of all members of our community, ensure compatibility with nearby structures, and continuously improve the quality of our neighborhoods.
GLU03	Edmond will welcome redevelopment and infill projects in its urban areas that 1) respect the character of nearby features, 2) gracefully integrate into their surroundings, and 3) ensure the long-term health of the area by providing missing components.
GLU04	Edmond will create new neighborhoods and districts with land use patterns that easily support active transportation modes and are safe for people of all ages and abilities.
GLU05	The City of Edmond will use its ability to provide efficient and high-quality services as a means to catalyze and support more intense development in strategically important locations.
GLU06	Edmond will clearly define those valuable characteristics associated with a rural development pattern and lifestyle and will take actions to protect them from degradation.
GLU07	Edmond will enhance its valuable natural resources including remnant forests, urban tree canopy, prime farmland, and riparian areas.
GLU08	The City of Edmond will plan, design, construct, and rehabilitate public facilities that use and demonstrate best practices and significantly contribute to a highly functional and attractive public realm.
GLU09	Downtown will become a healthy, vibrant walkable urban neighborhood because it is a great place to live, work, eat, play, shop, and learn.
GLU10	I-35 will be a vibrant commercial corridor that attracts visitors and employers from across the region acting as both a gateway to Edmond and a feature that binds our community's fabric.

4.3 Plan Categories

The following Plan Categories provide details needed to understand and implement the development pattern envisioned by Edmond Plan, 2018 and its supportive visioning and planning projects. They both build on what has come before and reflect our community's preference for livable special places that we can embrace.
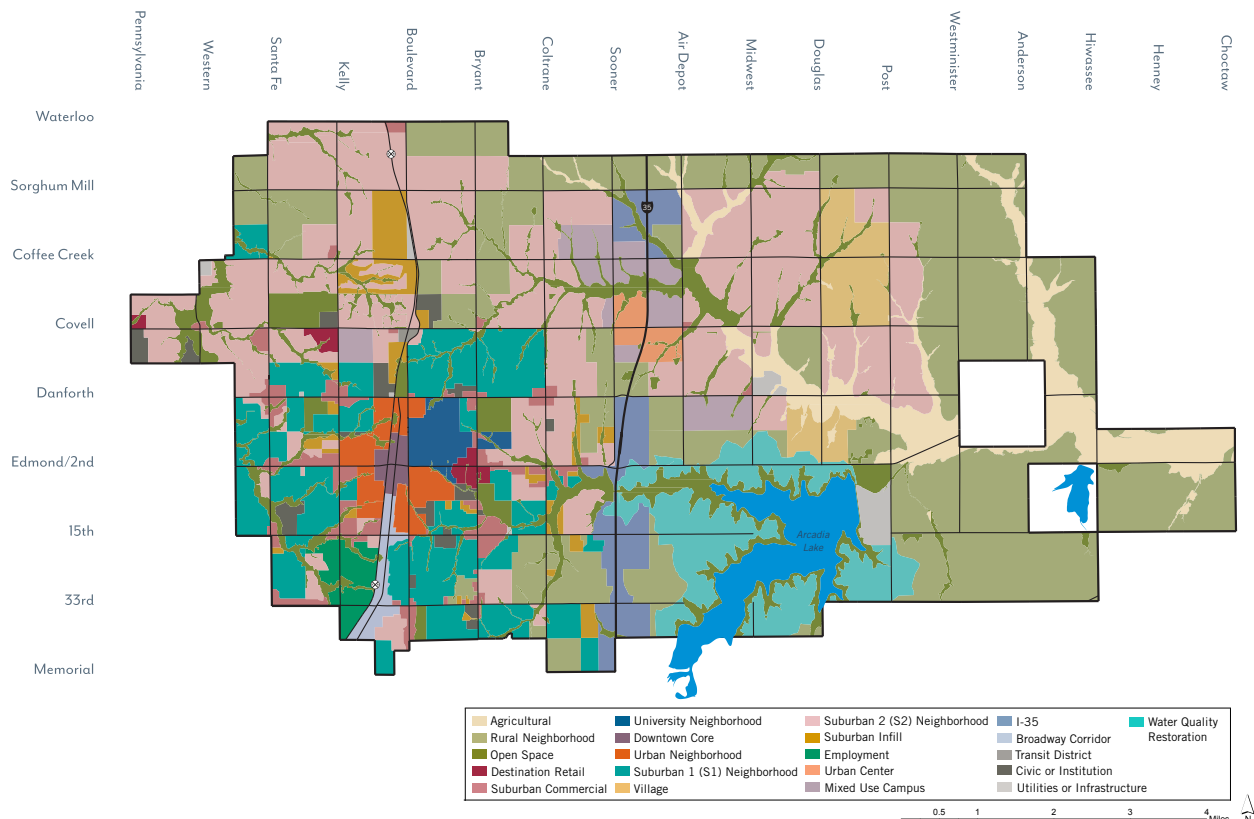
4.3.1 The Rezoning Process

The comprehensive plan should provide clear and concise guidance for a variety of decisions that impact land use patterns, including zoning. To help accomplish this function of the comprehensive plan, each Plan Category lists each of the City's zoning districts and classifies them as to their appropriateness using a standard "stoplight" approach.

"Green Zoning Districts" are generally the most appropriate for the applicable Plan Category because they have closely aligned purposes and contexts. A rezoning application to one of the "green" zoning districts is likely to receive favorable recommendations throughout the application review process.

"Yellow Zoning Districts" should be treated with caution. These zoning districts may have components that can fit into the applicable Plan Category, but only under certain conditions. A series of performance standards accompany each Plan Category and should be used to evaluate development-related proposals, especially those that involve the "yellow" zoning districts. A rezoning application to one of the "yellow" zoning districts should receive additional scrutiny during the application review process and applicants are expected to be able to provide details about how their proposal meets the context and performance criteria of the applicable Plan Category.

"Red Zoning Districts" do not meet the character and context of the applicable Plan Category. A rezoning application to one of the "red" zoning districts will be extremely unlikely to receive favorable recommendations throughout the application review process. If conditions have changed in such a way that these zoning districts should be re-evaluated, an amendment to the Edmond Plan may be appropriate.

4.3.2 Plan Category Map *(Click here for interactive version of map)*

4.3.3 Open Space

Description and Context	Relatively large areas appropriate for unmodified natural lands, flood plains, large parks (>30 acres), platted common areas larger than a few acres that provide multiple benefits (storm water management, recreation, tree preservation, interconnected habitats, etc.) to nearby areas, and major trail system components.
Building Types	Small single-story structures designed to support the primary function as a recreation or natural amenity
Site Design	N/A
Transportation Network, Circulation, and Access	Roads, streets, transit, sidewalks, and trails all have a role to play in maximizing access to these community resources. Within the Category itself, small access roads, multiuse trails, and walking paths provide both access and recreation functions.
Utility Access	Some structures may require water and sewer service. Electricity for lighting and basic building functionality (lights, security, cleaning equipment, etc.) may be appropriate in some open spaces.
Public Space Types	All types and sizes of parks, trails, playgrounds, native ecosystem areas, pavilions, and passive and active recreation spaces are accommodated and appropriate.
Green Zoning Districts	PUD
Yellow Zoning Districts	G-A
Performance Criteria	>85% pervious cover; >75% existing canopy preserved*
Red Zoning Districts	There is not an "open space" zoning district for medium to large areas like those described and envisioned in this Plan Category.

e.g. Hafer Park and Pelican Bay occupy 91 acres, 6 acres of which are impervious resulting in ~93% pervious coverage

4.3.4 Agricultural

Description and Context	Areas well-suited for agricultural activities including farming and/or ranching at a variety of scales. Often these areas are flood plains underlain by Prime Farm-land (as defined by the Natural Resources Conservation Service soil types). No non-agricultural activities (commercial, civic, office, etc.) are expected in this Category. This Category may also be used for areas where the future is highly uncertain - e.g. no planned utilities; or one or more utilities possible but no identified funding.
Building Types	Houses, barns, silos, stables, and other structures associated with working farms/ranches are appropriate in/near this Category.
Site Design	N/A
Transportation Network, Circulation, and Access	Personal/private vehicles are the only mode accommodated, including some provision being made for large slow-moving equipment, e.g. on bridges or the presence of informal driveways/access points. Most of this area is directly accessed from 2-lane open section arterial roads. Almost no street hierarchy exists. No pedestrian, transit, or on-street bike infrastructure is required. The regional trail network passes through this Category due to their shared proximity to the flood plain.
Utility Access	No public water or sewer service provided. Electrical service provided to support very low intensity development.
Public Space Types	Occasional trail system components are located in or in close proximity to this Category.
Green Zoning Districts	G-A
Yellow Zoning Districts	R-1, PUD
Performance Criteria	5-acre min. lot size; Conservation subdivision
Red Zoning Districts	All other districts

4.3.5 Rural Neighborhood

Description and Context	Primarily residential development at very low density (<0.3 du/ac) and small amounts of supporting commercial and civic activities with particular attention paid to enhancing Edmond's rural character by protecting native trees and grasses, carefully fitting buildings into their sites, and maintaining a tranquil setting.
Building Types	1 and 2 story houses of all sizes. Small (up to 12,000 SF*) single-story civic and commercial structures.
Site Design	Individual lot design should be relatively simple and protect as much existing native vegetation as possible. Large front yards (setbacks) are appropriate. Site layout of streets and lots should achieve these same results to ensure the area continues to feel and function like a rural setting.
Transportation Network, Circulation, and Access	Personal/private vehicles on 2-lane arterial roads are the only means of travel to and within this Category. No bike, transit, or pedestrian facilities are required or recommended – accepting the City's efforts to improve arterial road safety by adding wide paved shoulders. Many sites take direct access from an arterial road. Little street hierarchy is available. Traffic volumes do not require signalized driveways or intersections. Developments near the regional trail system, existing or planned, should connect to it.
Utility Access	No public water or sewer service provided. Electrical service provided to support very low intensity development.
Public Space Types	Trail components/connections. Privately owned open spaces in residential subdivisions may be provided.
Green Zoning Districts	G-A, R-1, R-2-A, L-1, L-2, R-4
Yellow Zoning Districts	PUD
Performance Criteria	Conservation subdivision; Non-residential development < 1.5% of total area (~10 acres of 640)
Red Zoning Districts	A, B, C-1, C-2, C-3, D-O, D-1, D-4, G-1, D-2-A, D-3, E-1, E-2, E-3, F-O, F-1, F-1-A, F-1-B, F-2, L-5, D-LU, E-LU, D-1-NRC, CBD, DRD

*e.g. most convenience stores, local churches, small retail centers, medical and vet offices with 1 to 5 doctors

4.3.6 Suburban 1 (S1) Neighborhood

Description and Context	Primarily residential areas designed and built from the 1960s through the 1980s, mostly within 3 miles of our downtown. Most of the buildings are single-family detached structures but often include small numbers of townhomes and/or duplexes. Newer areas may include large suburban apartment complexes. Suburban commercial strips can be found on the edges. Public uses such as schools and parks are often located on the edges along arterial roads. Occasionally an infill project has occurred adding a structure(s) that are much newer than the neighboring areas. Many were designed at a walkable human scale. Many of these areas feature a mature urban tree canopy as a highly desirable amenity. These areas are beginning to experience pressure to transition to their next development cycle. Additionally, due to their age, value, and location these areas are ready to be prioritized for public improvements.
Building Types	Existing: All types of residential structures, primarily 1 or 2 story; single-story commercial often with large parking lots; civic/institutional such as fire stations and schools are in close proximity. Projected/Future: many types of residential; 2 or 3 story commercial on arterials; small-scale commercial on collectors; smaller parking lots.
Site Design	As infill, rehabilitation, and redevelopment occur, site design must be sensitive to neighboring development and existing amenities including trees and open spaces. Smaller parking lots and ample landscaping, such as dense shrubbery and canopy trees, will help new development activity fit into existing areas.
Transportation Network, Circulation, and Access	A variety of street hierarchies exist including 2, 4, and 5 lane major and minor arterials. Both collector and local streets provide access to arterials. Occasionally collector or local streets connect through to adjoining areas. Most trips are by private vehicles using the nearby arterial network. Nearby traffic signals manage flow at street intersections and large commercial driveways. Single-family portions of this Category typically have a street hierarchy that includes collectors and locals. Other uses usually take direct access from an arterial. Many of these areas have access to the transit system and/or are beginning to have access to the regional trails network. A limited amount of pedestrian infrastructure can be found. As these areas continue to mature, demand for additional transportation options appears to be increasing.
Utility Access	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
Public Space Types	This Category has a variety of public spaces including parks of various sizes, regional trails, and walking paths.
Green Zoning Districts	A
Yellow Zoning Districts	PUD
Performance Criteria	±20% of average building footprint square footage within 300 ft; up to 20% increase of gross density of nearby developed parcels (300 ft) (decreases in density are not typically appropriate in this Plan Category)
Red Zoning Districts	G-A, R-1, R-2-A, B, C-1, C-2, C-3, G-1, D-O, D-1, D-2-A, D-3, D-4, D-1-NRC, D-LU E-1, E-2, E-3, E-LU, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, L-5, R-4

4.3.7 Suburban 2 (S2) Neighborhood

Description and Context	Primarily residential areas that were designed and built under the rules and regulations in place from the 1990s to present day. Due to land consumption patterns, these areas tend to be located further from the core than their predecessors. Since these areas are relatively new, many are still in their initial development life cycle and are not experiencing development pressure. This Category can exist either "behind" large commercial locations (Destination Retail, Suburban Commercial) or in locations where commercial activity has not yet arrived. As the market matures in these areas, small-scale low-impact commercial uses (local coffee shop, salon, diner/café, etc.) should be gracefully integrated. Internal connections to larger complimentary commercial uses (e.g. grocery store) should be planned, designed, supported, and constructed. These features will greatly improve transportation and land use efficiency, and quality of life.
Building Types	Existing: 1 to 2 story, medium to large single-family detached houses. Large apartment complexes with 2 or 3 story buildings (usually more than 8 buildings with more than 12 units each) Projected/Future: An opportunity exists to increase the variety of housing types available in these areas - this could include townhomes, garage apartments, du-, tri-, or quad- plexes. Large apartment complexes present numerous challenges and should be avoided.
Site Design	While the design of individual lots is relatively straight-forward, the layout of the streets and arrangement of lots is crucial. The variety and diversity of housing stock should be improved as should the functionality of these areas, such as extensive street and sidewalk connections, a wider variety of lot sizes, and integration of and access to open spaces and other nearby activities should be incorporated into the design of new areas.
Transportation Network, Circulation, and Access	Typically, a variety of street hierarchies exist including one or two collectors taking access from an arterial. Local streets often feature cul-de-sacs and do not directly access an arterial. Almost all trips require private vehicles to use the arterial network. Some of these areas have connections, or potential connections, to the regional trail network. Few of these areas have easy access to transit at this time. There is an opportunity, as more of these areas are developed, to improve the street network and provide more route and mode choices to capture the benefits associated with a high functioning multimodal transportation system.
Utility Access	These areas are served, or will be soon, with a full complement of utilities.
Public Space Types	There are a few examples of well-designed public spaces integrated into this Category, while others are very close to city parks. Opportunities exist to improve how recreational/open spaces are incorporated into subdivision design.
Green Zoning Districts	A
Yellow Zoning Districts	PUD
Performance Criteria	±15% of lot size, building scale (footprint square footage and height), and impervious surface coverage (square feet) of developed parcels within 300 feet; ±15% of gross density of nearby developed parcels (300 ft)
Red Zoning Districts	G-A, R-1, R-2-A, B, C-1, C-2, C-3, G-1, D-O, D-1, D-1-NRC, D-2-A, D-3, D-4, D-LU E-1, E-2, E-3, E-LU, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, L-5, R-4

4.3.8 Suburban Infill

Description and Context	These currently (or recently) undeveloped locations are surrounded by developed areas and tend to be smaller in scale than other undeveloped areas. Because of their proximity to existing development, special care should be taken to ensure that as these areas develop they are compatible with and contribute to nearby developed areas. (note that "being compatible with" does not necessarily mean "looking just like")
Building Types	These areas should take their cues for appropriate building types based on the nearby developed areas. Special care should be taken to allow a gradual and graceful increase in intensity where appropriate. Some considerations for "where appropriate" include existing or planned infrastructure capacity or access and proximity to transit, parks, and/or civic or institution services.
Site Design	It is critical that these locations take every opportunity to improve connectivity and contribute a missing piece to nearby developed areas. This may include addition of a park, a local retail opportunity, a missing housing type, or any other vital component that contributes to strengthening existing neighborhoods. Landscaping should be carefully planned to enhance both developments in this Category as well as nearby developments.
Transportation Network, Circulation, and Access	These areas should make every attempt to connect to the existing street grid, use best practices for access management, and contribute to the street hierarchy - for example, create a true collector street vs. a signalized driveway. This Category exists where there are often opportunities to connect to the existing or planned trail network. Leveraging the City's transit system is a beneficial characteristic of development in this Category.
Utility Access	Almost always exists in areas with existing water and wastewater capacity.
Public Space Types	These areas should have easy access to existing open spaces and/or contribute to the open space network by adding parks or similar services.
Green Zoning Districts	PUD
Yellow Zoning Districts	
Performance Criteria	Provide a missing neighborhood component based on market study; ±15% of lot size, building scale (footprint square footage and height), and impervious surface coverage (square feet) of developed parcels within 300 feet
Red Zoning Districts	G-A, R-1, R-2-A, G-1, A, B, C-1, C-2, C-3, D-O, D-1, D-1-NRC, D-2-A, D-3, D-4, D-LU, E-1, E-2, E-3, E-LU, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, L-5, R-4

4.3.9 Urban Neighborhood

Description and Context	This Category provides a valuable interface between the intense activity of Downtown and the less intense Suburban 1 and Suburban 2 Neighborhood Categories. These areas lie within a several minute walk of Downtown and are characterized by a unique composition of buildings, streets, sidewalks, and public spaces. Often these areas are a majority residential with a variety of other supportive activities mixed throughout – parks, schools, offices, shops, restaurants, places of worship, and many others. These areas tend to be the oldest developed portions of Edmond, including structures built in the early 20th century. A variety of lot sizes are found in this Category. Most of this area contains a mature urban tree canopy as a highly desirable amenity that should be replenished as needed. Master plans that include portions of this area often state that new development should be respectful of the existing development and public realm, such as parks, sidewalks, streetscapes, etc., and provide some details about how this should be accomplished.
Building Types	A wide variety of building types exist in this Category. Most of them have small to medium footprints. Most of the residential units tend to be modestly sized, but elegantly designed. New development in this Category presents an opportunity to continue the walkable human-scale that makes these areas a treasured community asset.
Site Design	Site layout should take every opportunity to maximize the public infrastructure available in this area. For example, addressing the sidewalk and street, utilizing alleys when available, incorporating views and access to Downtown, nearby parks, civic institutions, etc.
Transportation Network, Circulation, and Access	This area features a relatively dense grid of streets and sidewalks. A full street hierarchy of arterials, collectors, and locals provides a variety of connections and route choices to people moving to, through, and within the area. Parking areas tend to be as small as possible due to the character and value of the area. Most of these areas have easy access to the City's bus system. Improving access for people walking and cycling will continue to be a priority in Urban Neighborhoods, including making important improvements to modernize much of the multimodal infrastructure.
Utility Access	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
Public Space Types	Neighborhood scale open spaces are available and appropriate throughout this area.
Green Zoning Districts	A, B, C-1, C-2, D-1-NRC, D-4
Yellow Zoning Districts	CBD, DRD, PUD
Performance Criteria	Up to 20% increase in building scale (footprint square footage and height) of the average of developed parcels within 200 feet; Decreases in scale and/or intensity are typically not appropriate in this Plan Category.
Red Zoning Districts	G-A, R-1, R-2-A, C-3, G-1, D-O, D-1, D-2-A, D-3, E-1, D-LU, E-LU, E-2, E-3, F-O, F-1, F-1-A, F-1-B, F-2, L-1, L-2, L-5, R-4

4.3.10 University Neighborhood

Description and Context	This area includes the University of Central Oklahoma campus and its supportive environs. This Category is characterized by a highly active environment that can support a large student population as well as faculty and staff. These characteristics are reflected by non-traditional operational hours, a high level of bike and pedestrian activity, a wide variety of housing types, and numerous businesses that thrive near universities. Most of this area contains a mature urban tree canopy as a highly desirable amenity that should be replenished as needed. A strong connection between the University Neighborhood and the nearby Downtown Core and Urban Neighborhoods will benefit people who use these areas.
Building Types	A wide variety of building types are appropriate ranging from small single-family houses to large multistory offices. This area can continue to accommodate a high diversity of building types.
Site Design	Given the higher level of activity in this area, some unique site design components can be found here such as lighted outdoor courts, alley parking, and semi-public outdoor courtyards. Additionally, site layout should take every opportunity to maximize the available public infrastructure. For example, addressing the sidewalk and street, utilizing alleys when available, incorporating views and access to Downtown, nearby parks, civic institutions, etc.
Transportation Network, Circulation, and Access	This area features a relatively dense grid of streets and sidewalks. A full street hierarchy of arterials, collectors, and locals provides a variety of connections and route choices to people moving to, through, and within the area. Parking areas tend to be as small as possible due to the character and value of the area. Most of these areas have easy access to the City's bus system. Improving access for people walking and cycling will continue to be a priority in University Neighborhoods, including making important improvements to modernize much of the multimodal infrastructure.
Utility Access	All utilities are available and the area has been prioritized for rehabilitation and capacity expansion projects.
Public Space Types	Neighborhood scale open spaces are available and appropriate throughout this area as are those associated with a college campus setting.
Green Zoning Districts	A, B, C-1, C-2, C-3, D-4, CBD, DRD, D-1-NRC
Yellow Zoning Districts	D-O, D-1, D-2-A, D-3, E-1, D-LU, E-LU, PUD
Performance Criteria	Up to 20% increase in building scale (footprint square footage and height) of the average of developed parcels within 200 feet; Decreases in scale and/or intensity are typically not appropriate in this Plan Category. Uses that incorporate jobs appropriate for college students are supported by this Category.
Red Zoning Districts	G-A, R-1, R-2-A, G-1, E-2, E-3, F-O; F-1; F-1-A; F-1-B; F-2; L-1; L-2, L-5, R-4

4.3.11 Village

Description and Context	Areas that provide a unique opportunity to create a rural village reflective of the nearby character and history. Small-scale commercial activity surrounded by a pedestrian-friendly neighborhood creates the feeling of a traditional small-town or village. An important civic resource (library, public safety building, fire station) might anchor a key corner in the area. The intensity of this Category helps protect the nearby Agricultural and Rural Neighborhoods by absorbing development demand.
Building Types	Mostly small scale, 1 and 2 story buildings. Design choices signal that this area is special and built to stand the test of time. The zone between private and public components is clearly defined and celebrated, e.g. ample porches are appropriate and expected. Large structures (>25,000 square feet) are rarely appropriate.
Site Design	The scale and layout are very conducive to walking. Parking is an obvious sub-servient activity to the other activities in the area. Landscaping features both preserved native stands and specimen trees along streets and at key locations.
Transportation Network, Circulation, and Access	An ample network of streets with short blocks are easy to navigate. All modes of transportation are easily accommodated. Walking or biking from location to location should be expected and the supportive infrastructure incorporated. Connections to the regional trail system should be located throughout.
Utility Access	New major water and sewer infrastructure is being designed, funded, and constructed to serve these areas.
Public Space Types	Public spaces that are compatible in scale and form such as, small parks, plazas, and natural areas (e.g. associated with nearby riparian areas) are appropriate in this Category. Opportunities exist to connect to the regional trail system.
Green Zoning Districts	PUD
Yellow Zoning Districts	A, B, C-1, C-2, C-3, D-0, D-1, D-2-A, D-3, D-4, E-1, E-3
Performance Criteria	>250 intersections per square mile*; Buildings <25,000 SF
Red Zoning Districts	G-A, G-1, R-1, R-2-A, E-2, F-0, F-1, F-1-A, F-1-B, F-2. CBD, DRD, D-1-NRC, L-1, L-2, L-5, D-LU, E-LU

*TND Design Rating Standards, version 2.2 recommendations for 3-star rating (4 stars >290; 5 stars >330)

4.3.12 Suburban Commercial

Description and Context	Areas that feature primarily commercial activities which may include offices, shops, restaurants, and services. These locations may contain a large single activity generator such as a big box retailer or a significant anchor such as a name brand franchise. The area as a whole is smaller in scale and may have more diverse tenant mix than the Destination Retail Category.
Building Types	Existing: Small to medium single-story structures - stand-alone single use buildings, multitenant structures, or a combination are the most common. Projected/Future: An opportunity exists to revitalize and/or intensify aging Suburban Commercial areas with rehabilitated and new buildings, including 2 or 3 story structures.
Site Design	Existing: Simple parking lots in front and both sides of a building which is set back from the street. The "service" side is often next to nearby residential areas. Some sparse landscaping may have the opportunity to reach maturity if properly maintained. More recent examples of Suburban Commercial which comply with our landscaping ordinance have a more complete landscaping plan that has the opportunity to reach maturity and contribute to the urban canopy. Projected/Future: Landscaping should be improved and replaced so that these areas can contribute to the urban tree canopy. Designs and operations that mitigate the negative impacts associated with the "service side" should be included when improvements are proposed. Improved site layout would accommodate a wider variety of people doing a wider range of activities. Components such as well-designed outdoor seating, comfortable landscaping, bike and pedestrian improvements, site lighting improvements, diversified tenant mix, and other placemaking opportunities must be incorporated into proposed improvements.
Transportation Network, Circulation, and Access	These locations are often near an intersection of two arterial streets and may take direct access from one or both of them. Many sites are scaled for pedestrians, but the site layout is often not comfortable for people walking. Some of these locations are on or near existing or planned multimodal facilities or bicycle facilities. There is an opportunity to improve the access to these locations and capitalize on the City's investment in active transportation facilities. Existing surface parking lots at these locations often present an opportunity to modify the circulation pattern, improve access, and add other benefits.
Utility Access	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
Public Space Types	These areas rarely provide significant public open spaces. Well-designed outdoor seating can serve as a semi-public space for visitors and employees to relax.
Green Zoning Districts	D-O, D-1, D-4, D-1-NRC, D-LU
Yellow Zoning Districts	C-3, D-2-A, D-3, E-1, E-2, E-3, E-LU, L-5, PUD
Performance Criteria	Taxable sales >$90 per SF lot size; >15 jobs per acre
Red Zoning Districts	G-A, R-1, R-2-A, A, B, C-1, C-2, G-1, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, R-4

4.3.13 Destination Retail

Description and Context	Areas primarily featuring retail establishments that have a large trade area and are designed to be driven to. The large retail site often acts as an attractor to casual dining, small offices, convenience stores and other developments that rely on pass-by vehicle trips.
Building Types	Existing: Complexes of large single-story main structures and small single-story out-parcel structures. Projected/Future: small to medium 2 or 3 story buildings could be appropriate as well as accommodation for multi-story "big box"
Site Design	Existing: Very large parking lots are common; "service" side is located behind the structure, often next to a residential area and is typically unsightly and falls into disrepair quickly. Landscape usually installed to meet minimum criteria and screen the site and its buildings from the street. Projected/Future: parking lots may be converted to building sites. In some areas, the market may support 2 to 3 level structured parking. Much improved pedestrian circulation allows people the option of walking through the site from tenant to tenant; many improvements are in use elsewhere (shared waste stream services, off-hour delivery schedules, better site design) which mitigate the negative impacts of the "service" component. A thoughtful landscape plan should contribute to an environment that is comfortable for people.
Transportation Network, Circulation, and Access	Sites usually take direct access from a major arterial, often via multiple driveways. Much of the internal circulation is accomplished by using the drive-lanes of the parking lot. Traffic signals are often installed where the main driveway(s) meet the arterial street. The typical pedestrian activity involves walking through a portion of the parking lot directly to the front door - there is little pedestrian infrastructure across the site or between/connecting tenant spaces. Newer developments tend to have better internal circulation. Additional improvements would include more compliance with the access management policy and creation of a street hierarchy. While private cars are the predominate mode, several areas in this Category have good access to transit and bicycle infrastructure - both existing and planned trails and more robust bike facilities. Most of the arterials have or will have adequate pedestrian facilities, giving people the option of walking to and from these areas.
Utility Access	These areas are served with a full complement of utilities. Maintenance and improvement projects may be completed to restore or enhance capacity and/or to ensure the quality of the utility delivery systems.
Public Space Types	Public spaces include plazas, café seating, and other small comfortable outdoor spaces. Traditional public parks are not appropriate in this Category. However, connections to the regional trail system should be constructed at every opportunity and celebrating nearby park spaces is a straightforward way to leverage those public assets.
Green Zoning Districts	D-2-A, E-1
Yellow Zoning Districts	C-3, D-O, D-1, D-3, D-4, E-2, E-3, D-LU, E-LU, D-1-NRC, PUD
Performance Criteria	Taxable sales >$100 per SF lot size
Red Zoning Districts	G-A, R-1, R-2-A, A, B, C-1, C-2, G-1, CBD, DRD, F-1-A, F-O, F-1, F-2, F-1-B, L-1, L-2, L-5, R-4

4.3.14 Employment

Description and Context	This Category's focus is on concentrations of jobs, because they are vital to the long-term health of the community. In addition to providing high-quality jobs with multiple career opportunities, the companies themselves are frequently valued corporate citizens. These activities have some special requirements that help them maximize their benefit to the community including accommodation for truck traffic, above average utility usage, for example water, electricity, and natural gas, and good access to the regional highway network. Most of the activity at sites in this Category occurs inside a building or under a purpose-built cover. Both raw and finished materials may be outside a building while they await transport.
Building Types	A few types of structures are appropriate and common, including mid-rise offices, large warehouse-type structures, and other buildings that support the primary function, for example a gate house.
Site Design	Relatively simple site layouts are appropriate. Needed primarily to provide employee parking, parking lots at these sites can seem small compared to the building. Some attention should be paid to appropriately locating landscaping designed to screen or buffer sites in this Category when necessary.
Transportation Network, Circulation, and Access	Clear and simple access to the highway network is important to activities in this Category - both for movement of goods and for their employees, many of whom live in neighboring cities or counties. As the area intensifies, an evaluation for extending/expanding transit service would be appropriate.
Utility Access	All utilities exist now or will very soon. These areas should be prioritized for maintenance, rehabilitation, and capacity expansion.
Public Space Types	Plazas/gathering areas designed for employees to relax and socialize are appropriate. Publicly owned parks are unlikely.
Green Zoning Districts	D-3, E-3, F-O, F-1, F-1-A, F-1-B
Yellow Zoning Districts	C-3, D-O, D-1, D-1-NRC, D-2-A, D-4, E-1, E-2, F-2, D-LU, E-LU, PUD
Performance Criteria	>20 jobs per acre; Opportunity to provide housing with easy access (10-minute walk; 5-minute bike ride; directly connected transit route) to employment
Red Zoning Districts	G-A, R-1, R-2-A, A, B, C-1, C-2, G-1, CBD, DRD, L-1, L-2, L-5, R-4

4.3.15 Mixed Use Campus

Description and Context	These locations have the unique opportunity to become special places in our community. These areas are large enough to contain a self-supportive mix of uses – both vertically and horizontally – where residents can live in close proximity to high-quality jobs, shopping, dining and recreation options. People living and working in these areas should have easy access to other nearby locations featuring dining, shopping, entertainment, and recreation as well. The context of this Category can be scaled as appropriate to fit a smaller site or complement a nearby area - both the mix of uses and the structures should be scaled to fit neatly into their site. This Category is also responsible for providing a graceful transition between a high intensity Urban Center and nearby neighborhoods.
Building Types	A wide range of building types are appropriate. Two- and three- story structures with small to medium footprints are the most common. Large single-use single-story structures are not appropriate. On smaller sites the scale should reflect the context making small- and medium- size single-story buildings more appropriate, for example.
Site Design	Site design and layout is the most critical component in this Category. The buildings, streets, sidewalks, paths, open spaces, and all other components must relate to each other in a manner that makes the site easy to navigate and aesthetically beautiful. Surface parking lots should be minimized to allow maximum use of the site.
Transportation Network, Circulation, and Access	A fully functional network of streets, sidewalks, paths, bike lanes, etc. contribute to this Category's character as a special place to be. People going to and from this area will enjoy access to multiple arterials, so a variety of route choices are available. Multimodal access, including future bus service, is expected both to and around this area. A future rail transit service is possible near some locations. It should be comfortable for users of all ages and abilities to move through this area safely. Access and connections to the regional trail network are vital assets to this Category.
Utility Access	All utilities are available.
Public Space Types	A variety of small and medium scale public spaces are appropriate such as parks and plazas. Any access to nearby public parks should be augmented and incorporated into the site design.
Green Zoning Districts	PUD
Yellow Zoning Districts	A, B, C-1, C-2, C-3, D-O, D-1, D-2-A, D-3, D-4, D-LU, E-1, E-LU
Performance Criteria	15 Jobs per acre; and Taxable sales >$75 per SF lot size; and >8 units per acre
Red Zoning Districts	G-A, R-1, R-2-A, G-1, E-2, E-3, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, L-5, R-4

4.3.16 Transit District

Description and Context	This is a new Category for our community, and it is dynamic in nature due to the maturity of the region's transit system. Initially this area is projected to be home to a suburban style park-n-ride that could contain activities that support the use of a commuter rail station. If that proves successful and becomes a valuable asset to Edmond, this area may evolve to include more activities that would benefit from close proximity to this type of transportation system. The initial activity in this Category should be flexible enough that it can exist without the presence of the rail transit component.
Building Types	Initially this Category will most likely feature small single-story buildings with the ability to support more intense structures in the future.
Site Design	The design of sites in this Category is fairly simple. The key component will be ensuring very convenient access to nearby areas and safe, comfortable, and ample pedestrian connections to the rail station. As this area evolves, site design will necessarily be enhanced to incorporate the additional activities with the rail station remaining as the focus.
Transportation Network, Circulation, and Access	Access to this area is relatively simple - direct access from two major arterials is available. The regional trail network also passes through this area.
Utility Access	All utilities are available.
Public Space Types	Public spaces in this Category are primarily focused on providing comfortable places for passengers to gather.
Green Zoning Districts	PUD
Yellow Zoning Districts	C-1, C-2, C-3, D-O, D-1, D-2-A, D-3, D-4, D-LU
Performance Criteria	Demonstrate ability to support and value contributed to future transit corridor
Red Zoning Districts	G-A, R-1, R-2-A, A, B, G-1, E-1, E-2, E-3, E-LU, F-O, F-1, F-1-A, F-1-B, F-2, CBD, DRD, L-1, L-2, L-5, R-4

4.3.17 Civic or Institution

Description and Context	A developed area that contains one or more large (>50,000 SF) civic or institutional structures such as a school or a church. A "civic campus" featuring multiple civic activities (police, fire, city services, parks, schools, libraries, etc.) could be accommodated in this Category.
Building Types	Large one or 2-story structures are common. Many contain unique buildings such as stadiums or auditoriums either as separate structures or combined/connected to the other portions of the building(s).
Site Design	Buildings and other developments (fields, courts, etc.) are typically separated by surface parking lots. Parking lots may serve as a location for future expansion of these sites.
Transportation Network, Circulation, and Access	These areas tend to take direct access from one or more major arterial street and often result in the installation of a traffic signal at their driveway. Due to their scale and design, priority for moving vehicles to, from, and through their site, there is often no comfortable way for pedestrians to get to or move around the site.
Utility Access	Full utility access is required to develop these areas.
Public Space Types	Integration of public spaces is often appropriate, and many areas have public venues that the community enjoys on a regular basis. Many of these areas could be considered public spaces in their entirety.
Green Zoning Districts	
Yellow Zoning Districts	N/A - most are either exempt from local zoning or require a Specific Use Permit
Performance Criteria	
Red Zoning Districts	

4.3.18 I-35

Description and Context	This area consists of locations that are in close proximity and have good access to I-35 and its frontage roads. This area is important as both an employment and retail destination and should feature a high intensity of activity. While development in this area is dependent on automobile traffic, a high aesthetic quality should be created, and each development should improve community value rather than detracting from or simply maintaining it. This area should serve our community at large as much as it serves visitors. Developments in this area should be held to high performance standards in terms of employment and taxable sales. The ability to demonstrate sustainable value to the community is a priority.
Building Types	Existing: mostly medium to large single-story "boxes"; some more recent developments have been multi-story and, in some cases, specifically designed to create a campus setting specific to the context of their site. Projected/Future: taller buildings (4+ stories), especially close to the Interstate itself are appropriate. All building sizes can be accommodated in this Category. Buildings should be custom designed to be sensitive to the context of their site and the surrounding development and/or open space.
Site Design	Sites in this Category should be carefully planned to both be attractive, especially from I-35, and provide easy access to Edmond residents. The landscape criteria associated with this area (Title 22) are seen as a positive influence on these sites.
Transportation Network, Circulation, and Access	Most of the sites in this Category have direct access to frontage roads along I-35. Those that do not, take access from an adjacent arterial. Sites should be integrated to create street networks that make it easy to move around without necessarily requiring vehicles to use arterials or frontage roads. Portions of the regional trail network pass through this area, and development should incorporate trail access into their plans. As the area intensifies, an evaluation for extending/expanding transit service would be appropriate.
Utility Access	All utilities exist now or will in the very near future.
Public Space Types	Many locations throughout this Category have sensitive areas that are appropriate for significant public spaces. Elsewhere, individual sites are expected to enhance their development by combining landscaping requirements with outdoor spaces.
Green Zoning Districts	C-2, C-3, D-O, D-1, D-2-A, D-3, D-4, D-LU, E-1, E-3, F-O, F-1, F-1-A, F-1-B, E-LU
Yellow Zoning Districts	A, B, C-1, E-2, F-2, L-1, L-2, L-5, PUD
Performance Criteria	>15 Jobs per acre; Taxable sales > $100 per SF lot size; >1,000 Gallons (wastewater) per acre (south of 33rd)
Red Zoning Districts	G-A, R-1, R-2-A, G-1, CBD, DRD, R-4

4.3.19 Urban Center

Description and Context	A modern version of an intense mix of uses that not only support residents and employers but leverage their location to attract visitors from throughout the region. Larger scale sites and more intense building activity than surrounding categories are appropriate. This Category has direct access to the interstate highway system.
Building Types	Large and medium buildings are common. Multi-story structures ensure that this relatively small area is used efficiently. Some outparcels may be developed with single-story buildings but should be the exception rather than the norm.
Site Design	Some areas in this Category are near significant open spaces and remnant forests, these sensitive areas should be used to enhance the opportunities associated with this Category. In order to accomplish this protection, the building activity should be relatively intense so the gross performance criteria can be met. Parking should not be prominent, but rather it should be obvious that this area is designed to be "park-once". The site layout should make it comfortable to walk throughout the area and experience this unique place.
Transportation Network, Circulation, and Access	A network of streets will allow easy access to the sites throughout this Category. Signalized collectors provide access to the surrounding arterial grid. Pedestrian infrastructure should be maximized making it easy to walk from place to place throughout this area. Connections to the regional trail network are planned and should be incorporated into individual sites. As the area develops, transit service may be extended.
Utility Access	All utilities are available.
Public Space Types	The sensitive areas within this Category provide a unique opportunity for excellent public spaces. The built components are expected to incorporate well-designed semi-public gathering spaces as well.
Green Zoning Districts	PUD
Yellow Zoning Districts	
Performance Criteria	Taxable sales >$100 per SF lot size; >16 Units per acre; >20 Jobs per acre
Red Zoning Districts	All other districts.

4.3.20 Downtown Core

Description and Context	This area represents the historic center of Edmond. It is the hub of economic, education, and civic activity. Recent planning and development interest presents the opportunity to provide more activity by filling in vacant lots and rehabilitating and/or reoccupying existing buildings. Most of this area contains a mature urban tree canopy as a highly desirable amenity that should be replenished as needed. The Downtown Design Guidelines (2008) and the Downtown Master Plan (2014) provide important details about activity in this Category.
Building Types	Multi-story (3+), pedestrian scale buildings are appropriate in this Category. New single-story buildings are not recommended. Buildings that support multiple activities such as living, working, shopping, dining, etc., are seen as positive.
Site Design	Design elements should focus on interactions between the first floor and the street grid. Pedestrian scale design is required to make this area vibrant and attractive. Single occupancy vehicles can be accommodated, but not to the detriment of the primary users – people walking, siting, cycling, etc.
Transportation Network, Circulation, and Access	A dense grid of streets and sidewalks exists or is planned for improvement in this area. The City's bus system hub is located in this area. Minimal accommodations, such as additional new driveways, for vehicles are sometimes necessary but should mostly be avoided. Access to and through the area should be comfortable and convenient for people walking, biking, or using the bus system.
Utility Access	All utilities are available, and the area has been prioritized for rehabilitation and capacity expansion projects.
Public Space Types	A variety of small-scale public spaces exist and are appropriate. These include public parks and plazas associated with a specific building. Roof-top gathering space would be a welcome addition to the public spaces in this Category. Public spaces should be added and/or improved especially north of 2nd Street within a block or two of Broadway.
Green Zoning Districts	C-3, CBD, DRD, D-1-NRC
Yellow Zoning Districts	C-2, D-1, D-2-A, D-3, D-4, E-1, D-LU, E-LU, PUD
Performance Criteria	>16 units per acre; Supports and generates vibrant active environment
Red Zoning Districts	G-A, R-1, R-2-A, A, B, C-1, D-O, G-1, E-2, E-3, F-O, F-1, F-1-A, F-1-B, F-2, L-1, L-2, L 5, R-4

4.3.21 Broadway Corridor

Description and Context	This area is primarily the south Broadway corridor, one block in each direction, from 9th Street south to the city limits and represents some of the most valuable commercial property in Edmond. A wide range of commercial uses, building ages, and site conditions exist. Some important rehabilitation and renovation has occurred in this area in the recent past, but numerous opportunities for infill, redevelopment, and rehabilitation remain throughout this Category.
Building Types	Almost all the buildings are single-use, single-story structures. A wide range of sizes exist from small standalone offices or restaurants to large big-box retail stores and multi-tenant structures. As the corridor transitions to its next evolution, more 2 or 3 story buildings with multiple uses will be appropriate.
Site Design	Due to the age of the development in this area, site designs are somewhat haphazard, and many sites have been modified over time to accommodate changes in their use. Almost half of the area is paved for surface parking lots. Appropriate modifications would make more efficient use of this volume of parking - by redeveloping at higher intensities or by converting surfacing parking to usable building space. New landscaping, especially trees, is required to capture the benefits associated with the urban canopy.
Transportation Network, Circulation, and Access	Most of this area takes direct access from Broadway via multiple driveways. This portion of Broadway has 19 driveways per mile. As the corridor redevelops, access management practices should reduce the driveway density to 10 - 12 per mile. Most of the corridor has direct access to the bus system. There are some opportunities to access this area by bike via intersecting streets and several neighborhood connections, however moving along the corridor on a bike will continue to prove challenging.
Utility Access	All utilities are available, and the area has been prioritized for rehabilitation and capacity expansion projects.
Public Space Types	Very little public or open space currently exists. Gathering places, such as outddoor or roof-top seating, etc., that support the nearby uses are appropriate and would be welcome additions to the corridor.
Green Zoning Districts	D-O, D-1, D-2-A, D-3, D-4, E-1, D-LU, PUD
Yellow Zoning Districts	B, C-1, C-2, C-3, E-2, E-3, F-1, F-1-B, E-LU
Performance Criteria	>20 Jobs per Acre; >8 Units per Acre; Taxable sales >$90 per SF lot size
Red Zoning Districts	G-A, R-1, R-2-A, A, G-1, F-O, F-2, CBD, DRD, F-1-A, L-1, L-2, L-5, R-4

4.3.22 Water Quality Restoration

Description and Context	Areas in key watersheds that are designed to restore, and then protect, the water quality of impaired waterbodies. Storm water management practices that filter runoff and allow it to infiltrate in the subsurface are the primary means for improving water quality in these areas. Conservation subdivisions are appropriate in this Category. This Category should be complementary to flood plain management regulations and should not be interpreted to support modifications of the flood plain.
Building Types	Many types of structures are appropriate - 1- and 2- story small and medium structures are the most common. Special attention to rain water handling should be incorporated.
Site Design	Ensure that rain water does not leave the site until it has been filtered and given a chance to infiltrate, be used by on-site vegetation, or stored for later use. The first one-inch of rainfall should be captured and kept on-site. Native vegetation and rain-water friendly landscaping should be incorporated into sites in this Category.
Transportation Network, Circulation, and Access	Transportation projects should be designed to incorporate environmentally compatible systems that limit runoff from impervious roads from directly entering surface water bodies. All modes and street hierarchy can be accommodated when necessary. Trails may be common due to their co-benefits being located in this Category.
Utility Access	Public sewer should be provided, either now or planned in the future. No new private on-site wastewater treatment should be allowed, and existing ones should be phased out. Public water may be available now or is planned in the future.
Public Space Types	Trail system components, parks, natural areas, conservation easements can all be found in this Category.
Green Zoning Districts	PUD
Yellow Zoning Districts	G-A, R-1, R-2-A, L-1, L-2, L-5
Performance Criteria	Capture "first flush" (first 1-inch of rainfall) onsite; Maximum of 25% impervious surface coverage.
Red Zoning Districts	A, B, C-1, C-2, C-3, G-1, D-O, D-1, D-2-A, D-3, D-4, E-1, E-2, E-3, F-O, F-1, F-2, CBD, DRD, D-1-NRC, F-1-A, F-1-B, D-LU, E-LU, R-4

4.3.23 Utilities or Infrastructure

Description and Context	Relatively large sites such as treatment plants, substations, water towers, and other important infrastructure that does not readily associate with a traditional planning category.
Building Types	
Site Design	
Transportation Network, Circulation, and Access	
Utility Access	
Public Space Types	Opportunities exist to connect to the regional trail system.
Green Zoning Districts	Most of these locations are publicly owned infrastructure and are not accommodated in the existing zoning districts.
Yellow Zoning Districts	
Performance Criteria	
Red Zoning Districts	

CHAPTER 5 | Transportation

5.1 Current Conditions

A region's transportation system is a complex network meaning that changes in one area or to one component of the system impact other locations and components, sometimes in unexpected ways. In most cities the transportation system includes infrastructure designed for moving people and goods into, out of, and throughout the community. To help ensure that the system is resilient, this infrastructure should be built to comfortably accommodate many modes of transportation such as cars, buses, bikes, and pedestrians. Some infrastructure is specific to a particular mode - such as railroads or sidewalks – and some is more general – such as streets and trails. The primary function of this complex network is to provide a safe common good that maximizes our community's potential by supporting productive land use and fostering economic opportunity.

As the table summarizes, over the past decade, Edmond has made important strides in planning and building a transportation system that is tough enough to withstand a variety of disruptions. This update to Edmond Plan, 2018 incorporates key components from those efforts.

Recent Transportation Planning Milestones

2006 – Transportation Master Plan
2006 – EBC created
2009 – CityLink
2009 – RTD
2010 – Complete Streets Policy
2012 – Bike Plan
2015 – RTA
2018 – Bike Plan updated

5.1.1 Street Network

Edmond's street network, which includes approximately 1,100 lane miles[4] of public streets, is largely designed around the section line roads that crisscross our city at approximately 1-mile intervals. Section line roads often connect multiple jurisdictions together as shown on the map below. As cities began to grow, these roads were designed to move cars quickly through an area. However, these roads are now required to provide multiple, conflicting services – not only facilitating rapid movement across Edmond, but also providing direct access to a wide range of adjacent land uses.

Most of the remaining streets, 690 lane miles, are neighborhood streets[5] that allow immediate access to neighborhood scale amenities such as housing, parks, schools, churches, etc. These streets exhibit connected grids in a traditional city block format, long sections of disconnected dead-end streets, and many designs in between. The charts below depict the impact of the "connectedness" of a street network on our ability to move around our community as well as the ability of the City to provide high-quality services, such as transportation, utilities, and public safety. The blue dot in the middle of each diagram represents a starting point for a 1-mile travel distance using the existing street network. The orange area shows both the number of route options for the 1-mile trip as well as the potential area that can be reached by people traveling that distance. The green diamond shows the theoretical maximum amount of area that 1-mile of travel could reach or access. It's relatively easy to see that more connected networks give residents more choices, both modes and routes, for getting from place to place and make it easier to access more things – friends, neighbors, stores, restaurants, parks, schools, and many other daily needs and interesting locations.

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[4] Public streets, as of 2018. A lane mile is a measure of the amount of roads, e.g. every 1 mile of a 4-lane roadway is 4 lane miles.

[5] An additional 215 lane miles exist as private streets. Private driveways, oil lease roads, and alleys make up an additional 46 lane miles.
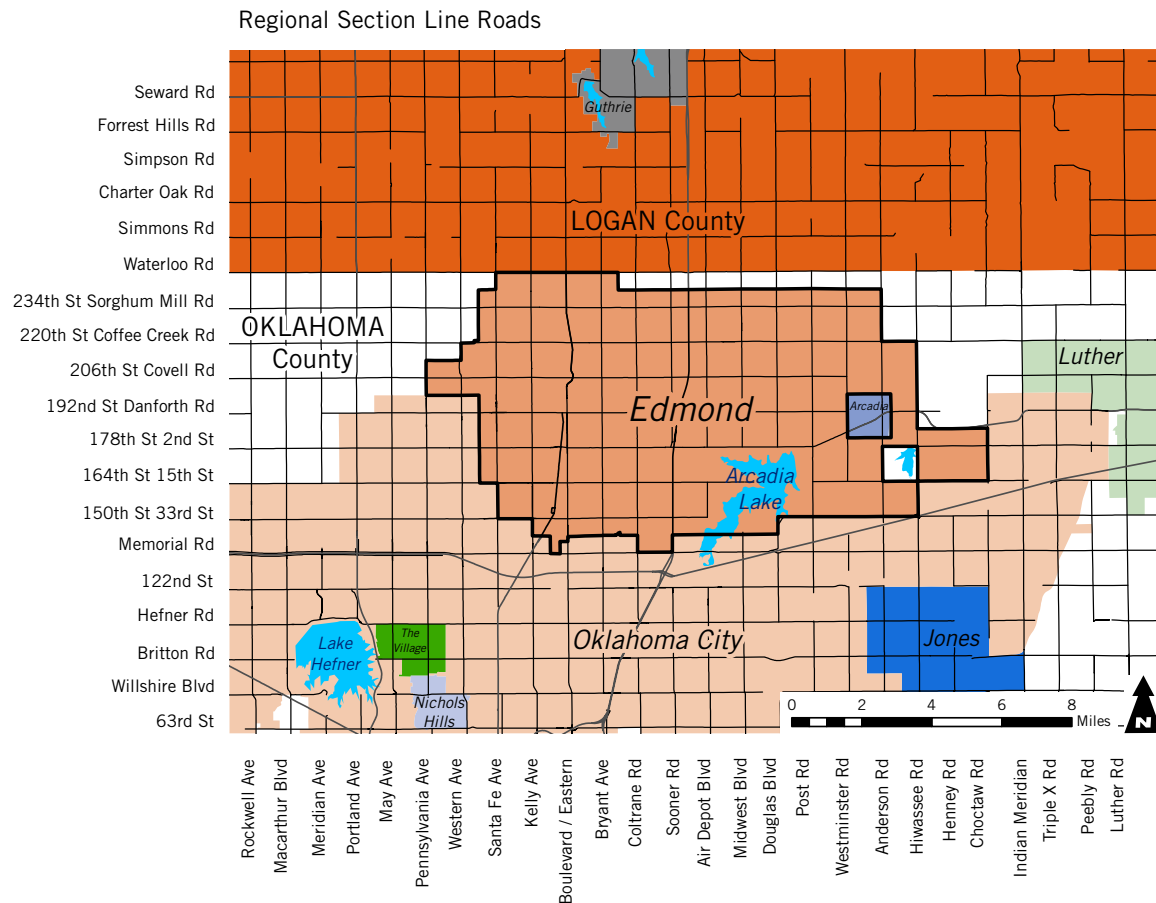
Regional Section Line Roads

Seward Rd
Forrest Hills Rd
Simpson Rd
Charter Oak Rd
Simmons Rd
Waterloo Rd
234th St Sorghum Mill Rd
220th St Coffee Creek Rd
206th St Covell Rd
192nd St Danforth Rd
178th St 2nd St
164th St 15th St
150th St 33rd St
Memorial Rd
122nd St
Hefner Rd
Britton Rd
Willshire Blvd
63rd St

Guthrie

LOGAN County

OKLAHOMA County

Edmond

Luther

Arcadia

Arcadia Lake

Lake Hefner

The Village

Nichols Hills

Oklahoma City

Jones

0 2 4 6 8 Miles

N

Rockwell Ave
Macarthur Blvd
Meridian Ave
Portland Ave
May Ave
Pennsylvania Ave
Western Ave
Santa Fe Ave
Kelly Ave
Boulevard / Eastern
Bryant Ave
Coltrane Rd
Sooner Rd
Air Depot Blvd
Midwest Blvd
Douglas Blvd
Post Rd
Westminster Rd
Anderson Rd
Hiwassee Rd
Henney Rd
Choctaw Rd
Indian Meridian
Triple X Rd
Peebly Rd
Luther Rd

Figure 5.1: Section lines roads connect Edmond to its regional neighbors. Edmond is responsible for 400 lane miles of section line roads.

Benefits of Connected Street Network

Fewer Miles Traveled – the greater mobility and access means that shorter more direct routes are available.

Improved Public Safety – both responders and civilians benefit by having more options to get to or away from emergencies and reducing the chances of obstacles, such as a traffic accident, downed power line, or fallen tree, preventing access to and from a neighborhood

Utility Efficiency and Resilience – water, sewer, and storm water lines typically follow street rights-of-way and a more connected system means that those utilities can provide higher quality services, improved water quality, improved efficiency and redundancy, and easier maintenance.

Reduced Congestion – well-connected networks offer people a variety of routes that they can choose based on where and how far they are going. Disconnected systems tend to concentrate all the traffic onto a few main roads, including those people whose destinations are close by.

Easier to Use More Modes – with a variety of route options to choose from and shorter, more direct routes possible, many travelers may choose to walk, bike, or ride the bus for some of their trips.

Simpler Maintenance – the additional route choices and flexibility result in much fewer disruptions and less inconvenience for people when routine infrastructure maintenance is required.
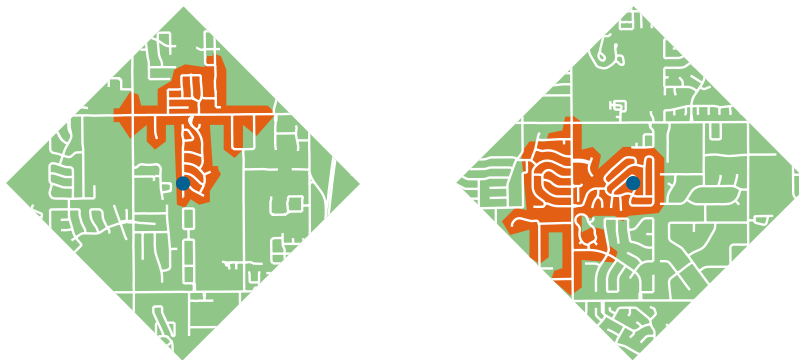
Relatively Good Connectedness
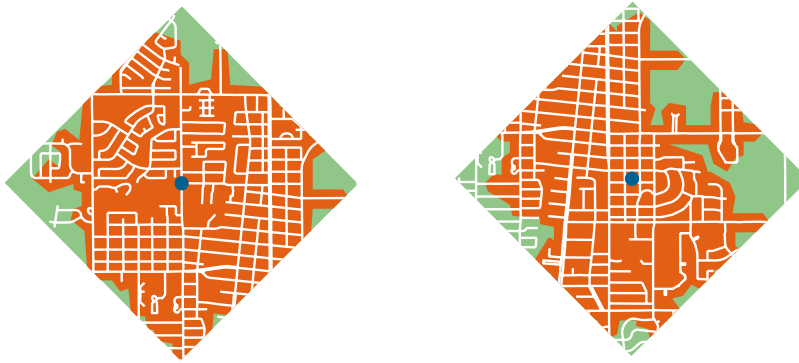
Moderate Connectedness
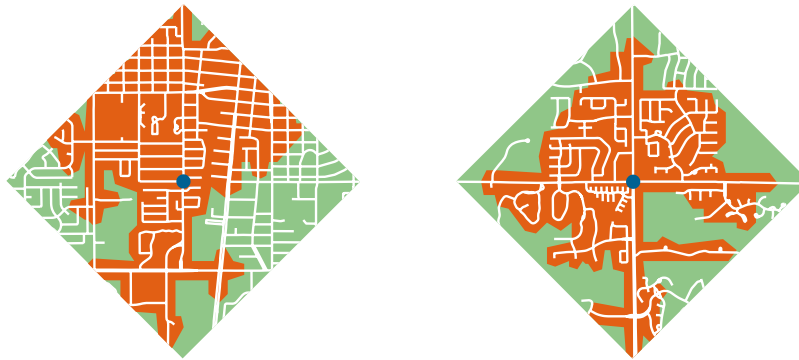
The networks shown in this category exhibit some of the benefits of a connected transportation system. These locations and many like them could become more connected by completing some specific projects targeted at creating a more efficient network.

Poor Connectedness

Some areas of our community are completely cutoff from their surroundings. The diagrams clearly show that only a small portion of the possible 1-mile travel area is accessible in these situations. With the main connection being to a single main roadway, there are no opportunities for shorter more direct routes. None of the benefits are present and the possibilities for mitigating these conditions are extremely constrained.

5.1.2 Transit Service

In 2009 the City of Edmond launched its own bus system, CityLink. CityLink is fare-free and replaces the previous shuttle service operated by UCO and the Edmond express route operated by Oklahoma City's transit agency. The system includes 109 stops and carries 250,000 riders per year. As shown on the map below, CityLink currently serves the downtown core, UCO, Edmond's three high schools, several key shopping areas, areas of higher residential density, and an express route to downtown Oklahoma City.
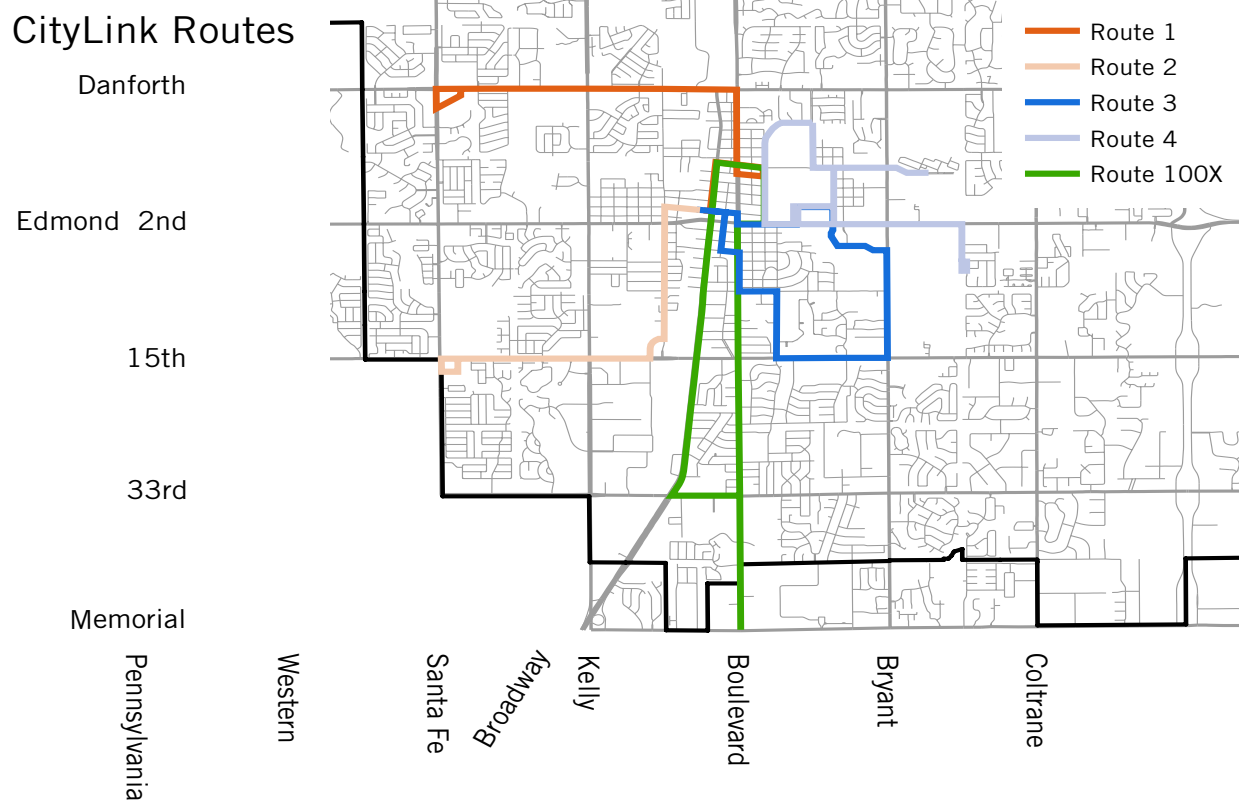
Figure 5.2: Edmond's bus system serves destinations in southwest Edmond plus an express route to downtown OKC and the OU Health Science Center campus.

In 2009 the regional transportation agency, the Association of Central Oklahoma Governments (ACOG), initiated an effort to evaluate the re-establishment of a regional rail-based transit system. Edmond, as one of the largest cities in the metro area, has been a party to that evaluation from the beginning and is a member of the recently established Regional Transit Authority (RTA). Several planning and land use concepts related to supporting a future rail-based regional transit system have been woven into this update of Edmond Plan, 2018 in order to help position our community to leverage recommendations and projects that may be generated by the RTA.

5.1.3 Sidewalk, Trails, and Bike Routes

Edmond adopted its first sidewalk and trails plan in 1999 and it has been a part of the Edmond Plan ever since. In 2012 Edmond adopted its first bicycle master plan which expanded on the trails portion of the 1999 plan and incorporated a variety of facilities designed to provide safe, convenient, and comfortable bicycle usage as a viable transportation option in our community. The bicycle master plan was updated in 2018 to help ensure that the plan remain a relevant component of our overall transportation planning efforts. While portions of these "active transportation" networks have been completed, much work remains before the benefits derived from walkable and bikeable neighborhoods can be captured.
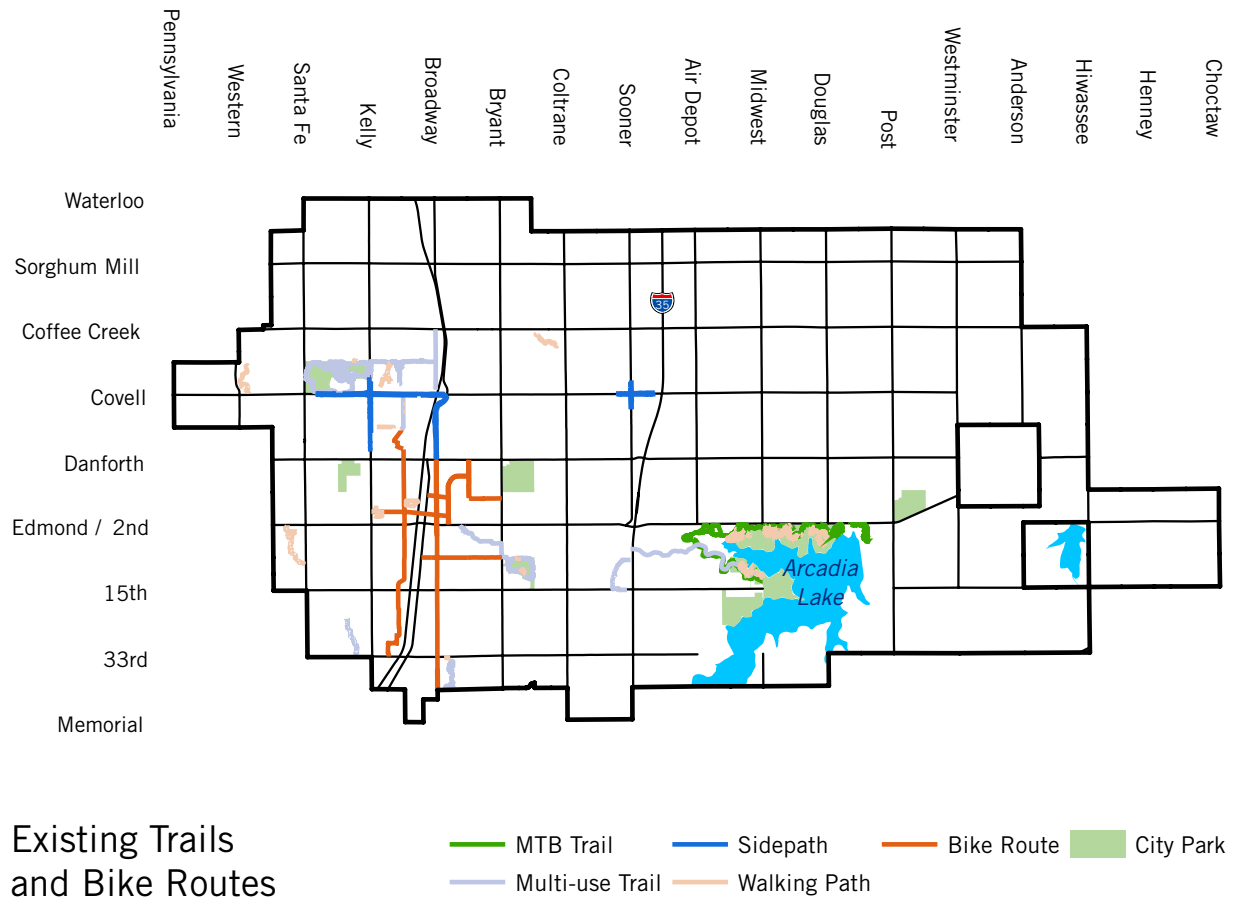
Existing Trails and Bike Routes

Legend:
— MTB Trail
— Sidepath
— Bike Route
City Park
— Multi-use Trail
— Walking Path

Figure 5.3: Existing trails and bike routes

Planned Trails
& Bike Routes

Legend:
— Multi-use Trail
— On-street Wayfinding
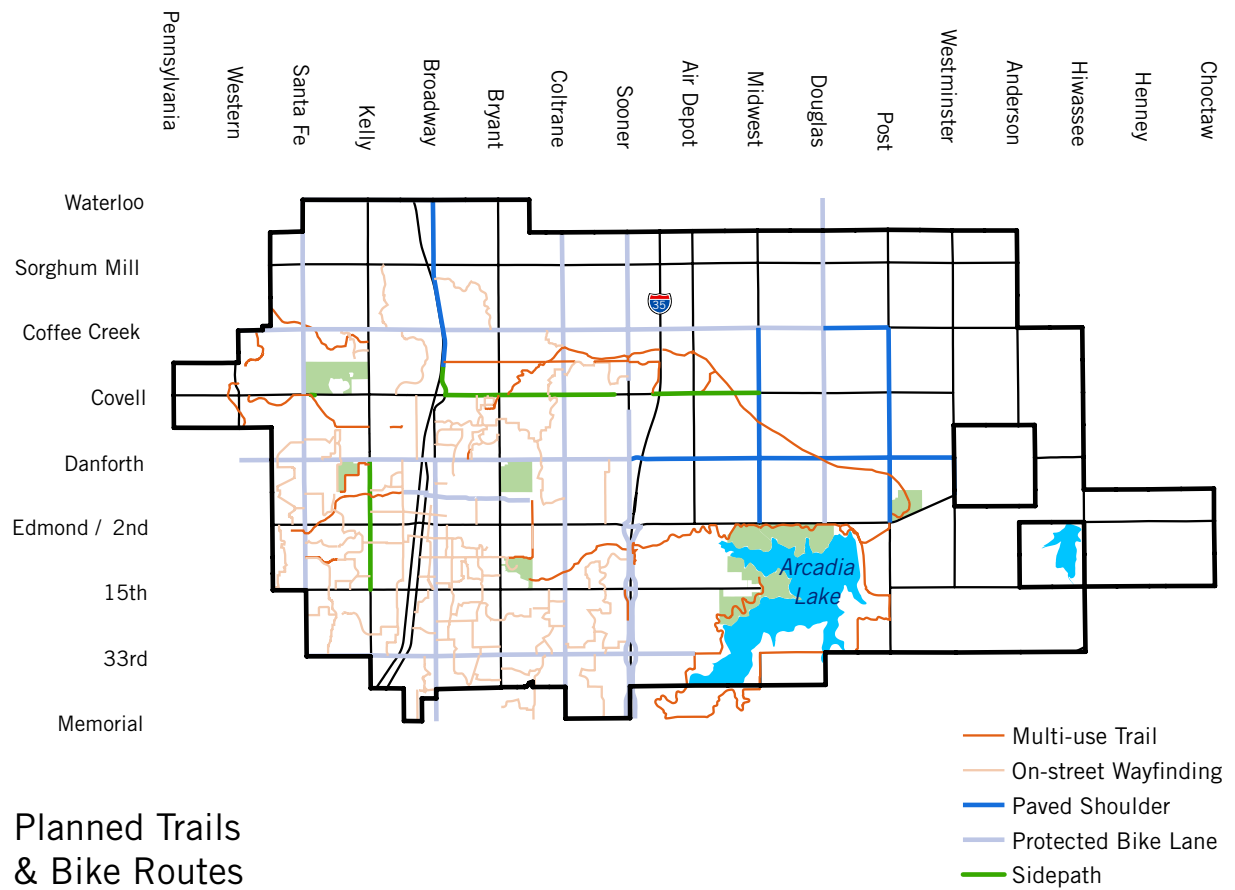— Paved Shoulder
— Protected Bike Lane
— Sidepath

Figure 5.4: Planned trails and bike routes, Bike Master Plan, updated August 2018

5.1.4 Safety

Providing a transportation environment that gives users the best possible chance to move safely throughout their community is one of the primary functions of a city. The severity of collisions can be used as an indicator of safety. Severity measures the outcome of a collision on the people involved – more severe collisions are those that cause serious injuries or fatalities to more people. The figure below shows concentrations of collision severity throughout Edmond. Areas with higher traffic speeds, more driveways or intersections tend to have more frequent and more severe collisions than areas with slower speeds and/or fewer intersecting roads and driveways.
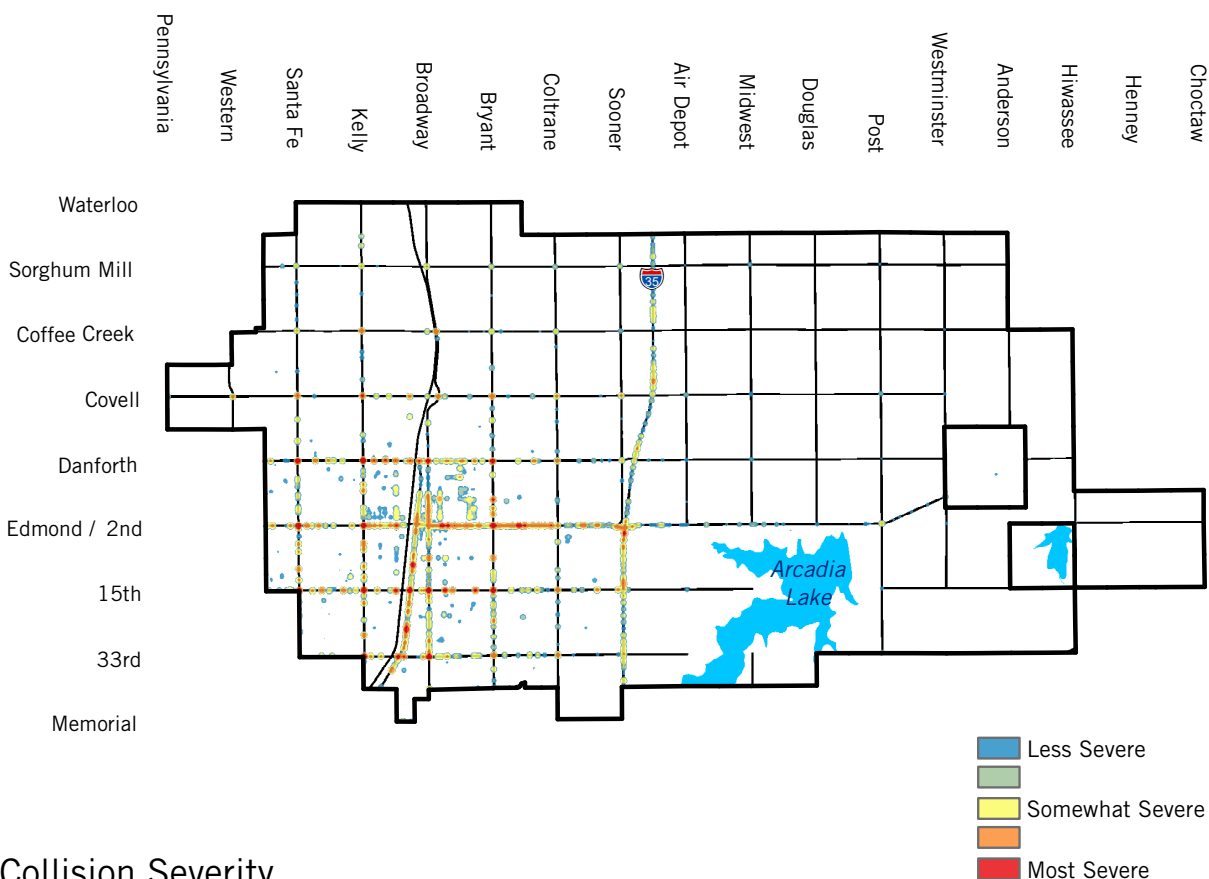
Collision Severity

Figure 5.5: Concentration of collisions based on their severity.

5.1.5 Access Management

Access management describes a collection of tools – policies, facilities, and design practices – related to how vehicles get from the road to a nearby destination and back again. Using these tools, the number and frequency of locations where vehicles have an opportunity to collide is reduced. Robust access management can greatly increase safety for everyone while decreasing vehicle congestion.

Edmond has adopted a series of access management recommendations (Title 21.02.010), many of which can be incorporated into future street projects or proposed development applications. The figure below shows some of the key access management components that should be incorporated (and retrofitted) into development projects.
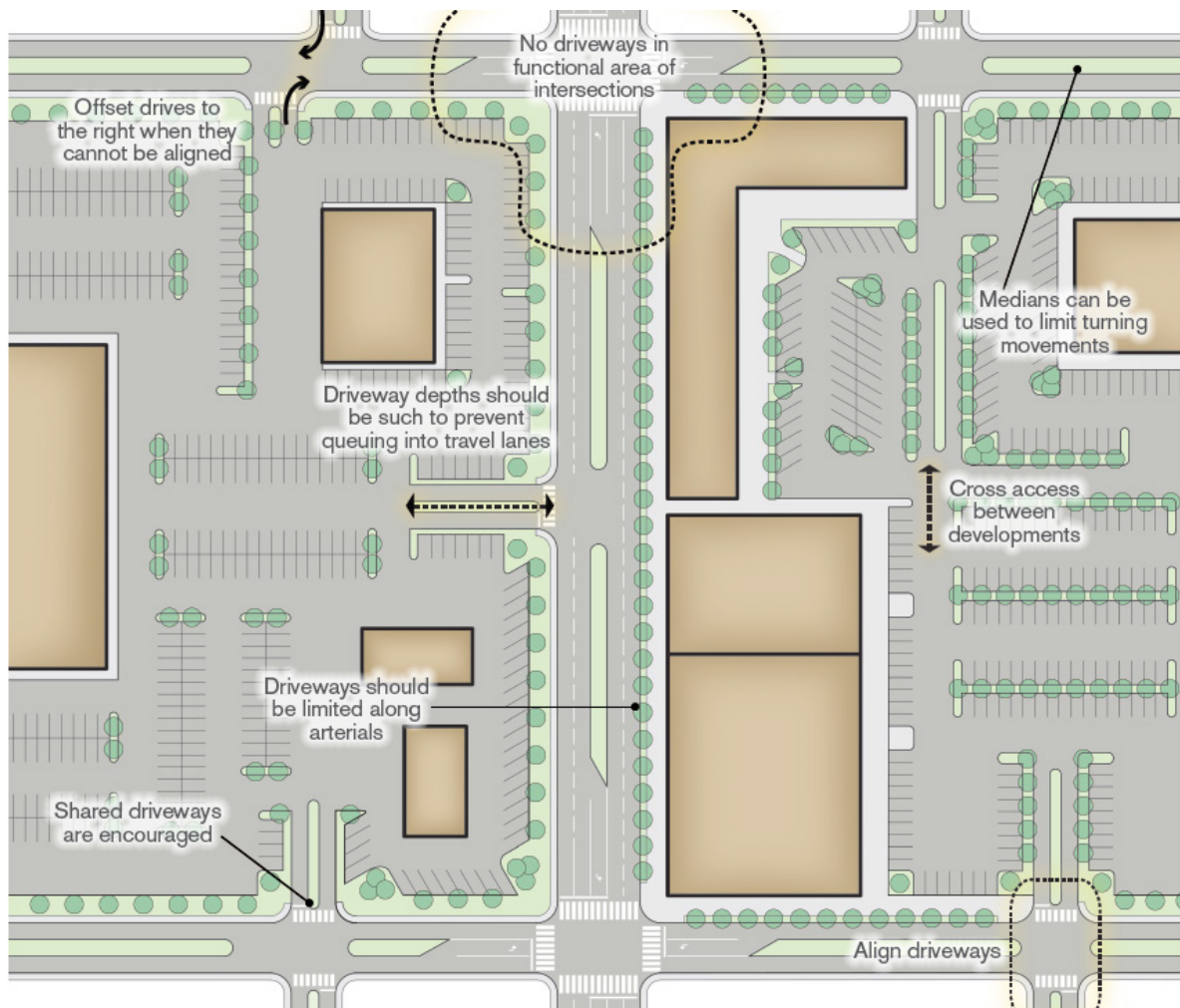
Figure 5.6: Using these important access management tools provides improved safety and functionality of the transportation network.

5.2 Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, recommendations, and actions – to one another. The Goals related to transportation are shown below and reflected throughout the plan, including plan implementation.

Designation	Goal
GTR01	Edmond's transportation network will be an important component of our community's land use pattern.
GTR02	Edmond will have a highly connected transportation network that is safe for everyone regardless of age or ability.
GTR03	Public transportation will be a safe and effective mode of choice for residents, students, visitors, and commuters.
GTR04	Edmond's multimodal transportation network will provide a myriad of choices for moving people and goods throughout our community.
GTR05	Edmond's transportation network will become a valuable economic asset that connects our community to the region and a wide variety of economic opportunity.

CHAPTER 6 | Utility Services

Access to public utilities greatly influences market choices about the built environment – easy access to plenty of capacity tends to attract demand for higher intensities uses, while limited access usually restricts options to very low intensity uses. The Utility Services Chapter provides an overview of the water, water recovery, electric, storm water, and sanitation services necessary to implement Edmond Plan, 2018. Since 2006 Edmond adopted a 50-Year Water Supply Plan (2009) and a Water and Wastewater Master Plan, (WWWMP, 2013) that defined the future service needs and improvements for the city's water and sanitary sewer systems over a 30-year period from 2012 to 2042. These long-range plans were based on the initial analysis and framework provided in Plan IV and funding was allocated for the highest priority recommendations, many of which have been recently completed or are underway.

6.1 Water System

To meet the projected demand for potable water of 22.4 million gallons per day (mgd) in an average day and 49.3 mgd in a maximum day by 2042 – an increase from 12.6 mgd and 26.8 mgd respectively – the WWWMP included three main recommendations:

- Drill up to 15 additional wells along transmission pipelines and expand the capacity of the Water Treatment Plant to 40 mgd to maximize the use of Arcadia Lake;

- Continue to use Oklahoma City water until Edmond's additional capacity projects are online, and;

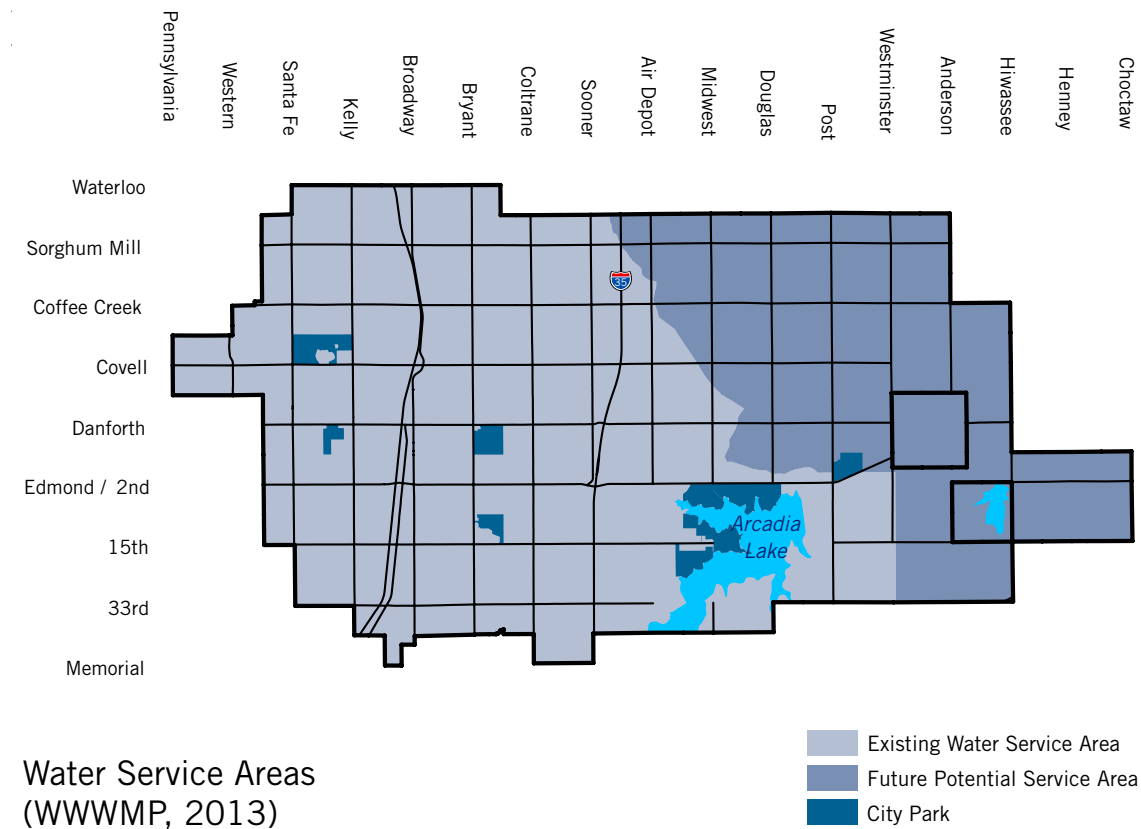- Explore the development of Indirect Potable Reuse to meet demands beyond 2042.

Water Service Areas
(WWWMP, 2013)

Legend:
- Existing Water Service Area
- Future Potential Service Area
- City Park

Figure 6.1: Water service areas, both existing and future, as captured in the WWWMP (2013)

6.2 Water Resources Recovery System

In the same manner that projected demand for potable water informed the WWWMP, wastewater treatment capacity was projected to increase from 7.1 mgd to 11.1 mgd for Annual Average Day flows and 9.5 mgd to 14.7 mgd for Maximum Monthly Average Day flows. To meet the projected demand for wastewater treatment, the WWWMP recommended the following major improvements:

- Phased increase in the treatment capacity of the Water Resources Recovery Facility (WRRF);

- Expand the Chisholm Creek lift station;

- Provide up to 4 million gallons of wastewater storage at the Chisholm Creek lift, if we cannot use Oklahoma City's storage for wet weather flow;

- Replace the Spring Creek lift station;

- Install a new lift station to replace two existing lift stations in the south central portion Edmond;

- Increase the capacity of the collection lines to the Coffee Creek lift station;

- Increase the capacity of the collection lines to the Spring Creek lift station, and;

- Establish and execute a process for redirecting rain water and runoff from entering the wastewater system (reduce infiltration/inflow).
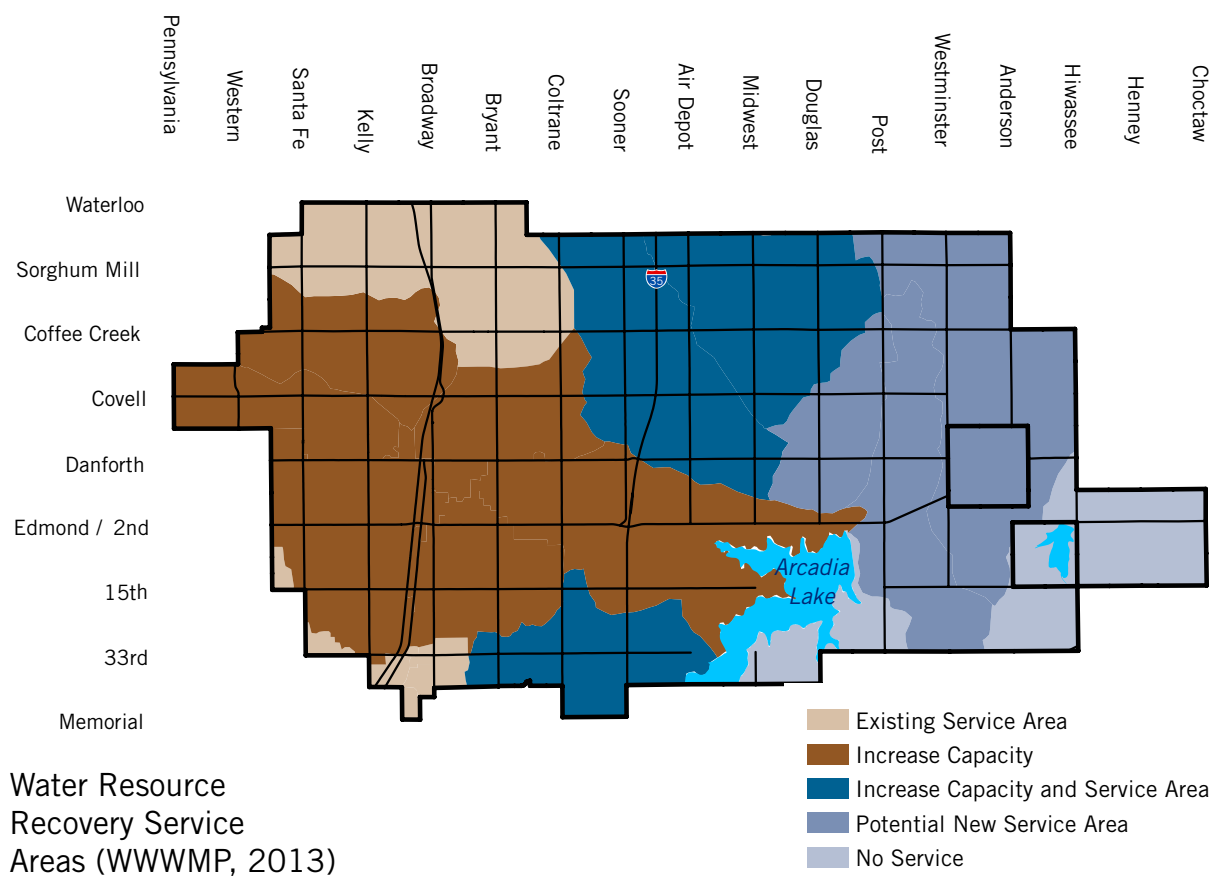

Water Resource
Recovery Service
Areas (WWWMP, 2013)

Figure 6.2: Water Resources Recovery service areas, both existing and future, as captured in the WWWMP (2013)

6.3 Electric System

Edmond is fortunate to have its own electric utility. Edmond Electric has been in operation since 1908 and is the largest municipal electric utility in Oklahoma. Ongoing investments in technology, such as the Advanced Metering Infrastructure project, and other system upgrades are designed to insure high reliability with competitive prices. The utility is now of sufficient size and maturity that some long-range planning – which describes the type, amount, and location of near-term, mid-term, and long-term maintenance and capital improvements – is appropriate.

6.4 Sanitation Services

One of the City's most important jobs is ensuring that discarded items are handled in a responsible way that protects public health and our environment. Edmond's solid waste and recycling service collects discarded material from all 87 square miles of our city and transports it to the next stage in the process. Different types of waste – recyclables, garbage, household hazardous waste, bulky waste – are handled differently based on their next or in some cases, final destination. As the market for discarded items changes, our system may need to adjust in order to continue to provide efficient high-quality sanitation services.

6.5 Storm Water

The Storm water Utility is authorized in Title 23 of the City Codes with five full chapters establishing the Drainage Utility and the Storm water Drainage Advisory Board (SWAB), as well as incorporating all the existing flooding and drainage design ordinances. Title 23 also outlines a source of funds dedicated to storm water management to be a fee for impervious surface.

Edmond completed three major drainage basin studies to provide a higher level of flood plain detail than is typically available from the Federal Emergency Management Agency (FEMA). The studies included major portions of the Coffee Creek, Spring Creek, and Chisholm Creek basins as shown on the figures below. As a result of responsible flood plain management based on these basin-specific studies, Edmond has been able to complete several projects that have significantly reduced the threat associated with structure flooding.
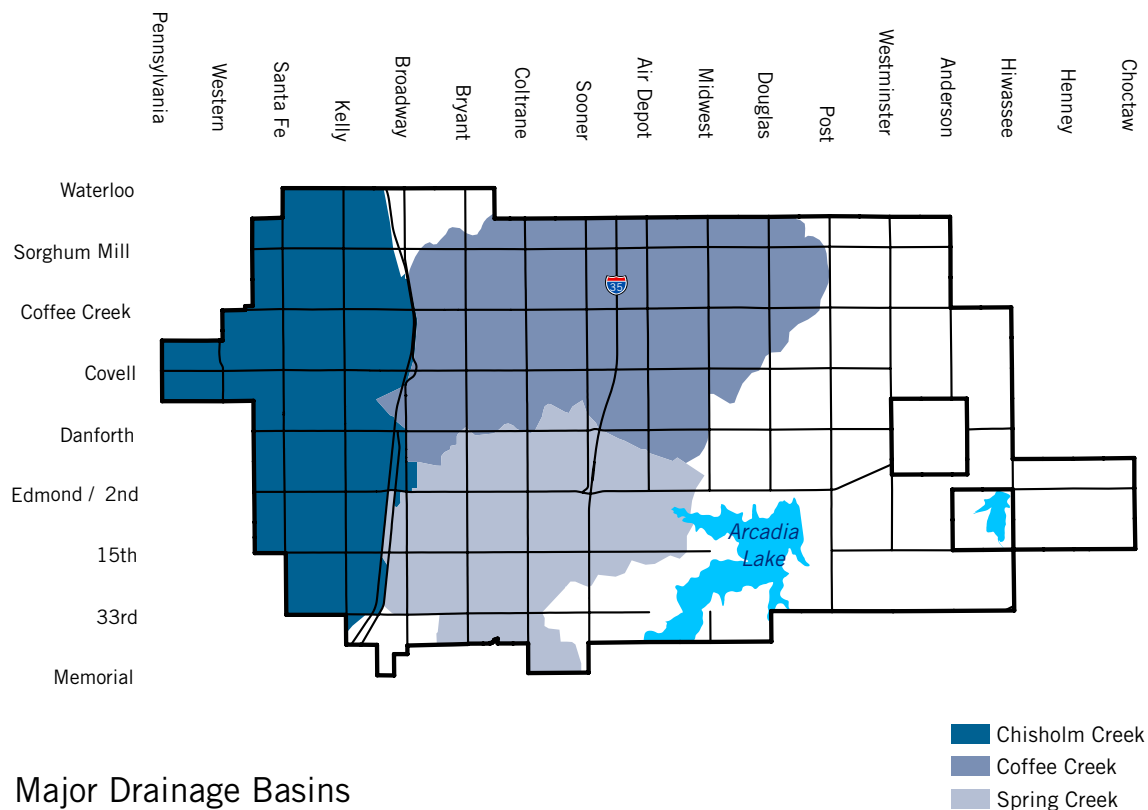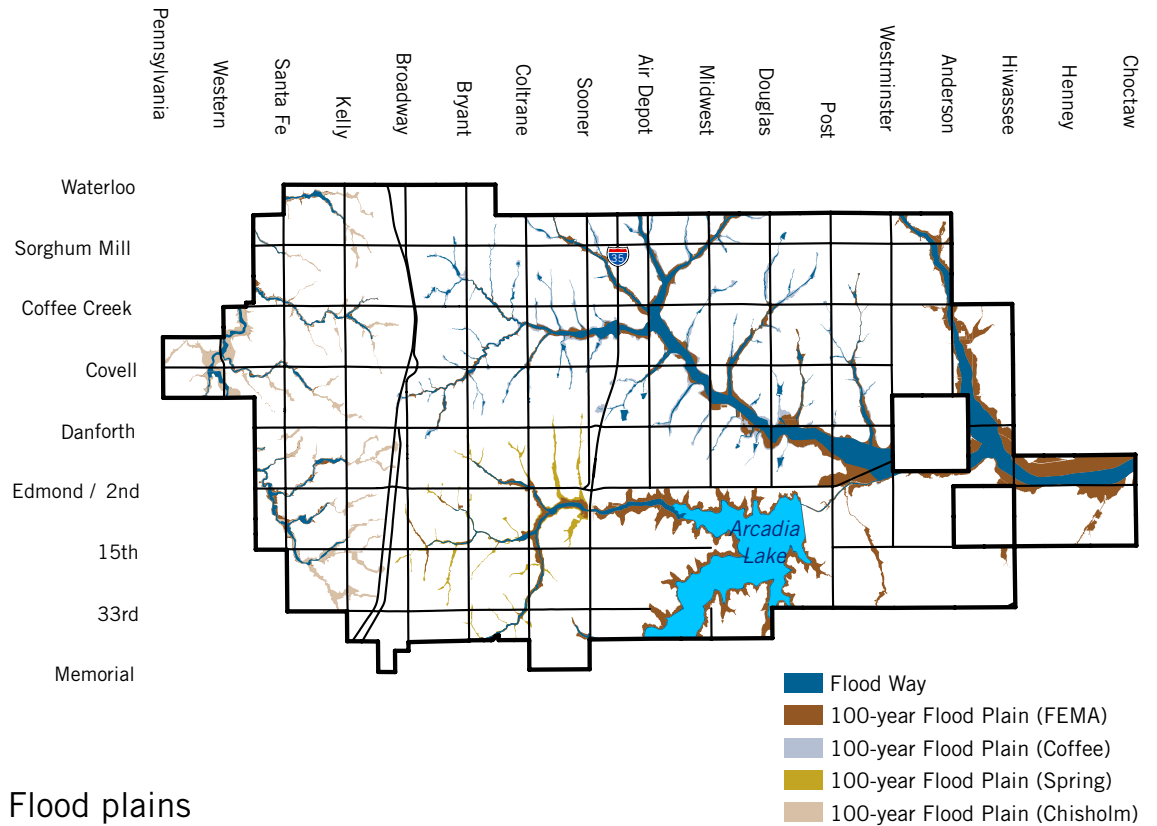

Major Drainage Basins

Figure 6.3: Edmond's major drainage basins

Flood plains

Figure 6.4: Flood plain management uses detailed basin analysis to help mitigate threats related to intense rainfall.

Edmond's approach to the challenge of managing its flood plain can be applied to improving water quality. Many of our streams and lakes are suffering from poor water quality resulting from the impacts of runoff from parking lots, roofs, lawns, roads, and other surfaces that concentrate contaminants. There are many techniques and options available to address water quality throughout the community.

6.6 Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, recommendations, and actions – to one another. The goals related to utility services are shown below and reflected throughout the plan, including plan implementation.

Designation	Goal
GUT01	Edmond will provide high-quality water and wastewater services that can be leveraged to improve quality of life by supporting high-quality development.
GUT02	Edmond will maintain its water, wastewater, and electric infrastructure to the highest available standard to ensure that they continue to operate efficiently and provide reliable service.
GUT03	Edmond will operate a class-leading flood plain management program that excels at protecting the health, safety, and welfare of people and the built environment.
GUT04	Edmond will use modern approaches to rain water management that are designed to capture rain as a valuable resource, improve water quality, and reduce erosion.

CHAPTER 7 | Economic Development

7.1 Economic Development, a Simple Definition

Economic development is the process of importing money into the Edmond City Limits. It takes many forms: retail spending, earned income, traveler spending, governmental transfer payments, and others. Economic development is not job creation or new facilities in and of themselves. Those typical measures of economic development are only valid if they produce income in excess of expenses to the community.

7.2 Economic Profile

There are approximately 45,000 jobs in Edmond across a variety of industries as shown in the figure below assembled by DataUSA (https://datausa.io/profile/geo/edmond-ok/#economy).

Industry	Percentage
Utilities	1.4%
Information	2.3%
Real Estate	2.3%
Transportation and Warehousing	2.6%
Wholesale Trade	2.7%
Arts, Entertainment, Recreation	2.8%
Admin, Support, Waste Management Services	2.9%
Mining, Quarrying, Oil, Gas	4.3%
Construction	4.3%
Manufacturing	4.9%
Other Services, Except Public Admin	5.8%
Public Admin	5.8%
Finance and Insurance	6.1%
Professional, Scientific, Tech	7.0%
Accommodation and Food Service	8.0%
Retail Trade	11.2%
Educational Services	11.8%
Healthcare and Social Assistance	13.0%

Figure 7.1: Edmond's employment distribution reflects a full spectrum of industries that support our growing community.

To help ensure that Edmond remains strong and resilient, we should continue to build relationships with our employers and provide a stable foundation that allows them to respond quickly and confidently to changes in their markets. Components of that foundation which the City can contribute to include transportation and infrastructure capacity, creating great civic spaces, facilitating a diverse housing stock, and using simple, predictable processes for basic governmental services.

7.3 Economic Development Programs

Edmond's primary approach to economic development relies on an incentive policy administered by the Edmond Economic Development Authority (EEDA). The incentive has two parts – one is focused on retail projects in specific areas of the city and one provides cash back for companies that create new jobs. Read more about the incentive program here https://www.eeda.com/open-for-business/incentives/. As our approach to supporting a healthy local economy matures, we will have the opportunity to broaden our programs and include more activities associated with creating places that are attractive to both employers and employees.

7.4 Land Supply

Depending on the type of business, different site characteristics may be desirable. Most employers need good access to the transportation system, some prefer highway or rail access for their materials and products in addition to the access needed for employees. Some may have special utility requirements related to equipment that uses large amounts of electricity or operations that need high capacity data networks. When these constraints are considered together, only a few locations in Edmond are suitable for employers. These areas are reflected primarily in the Employment, Mixed Use Campus, I-35, and Broadway Corridor Plan Categories.

7.5 Creating A Resilient Economy

There are four primary topics that have a significant influence on a community's ability to build and retain a strong economic position – independent businesses, public education system, neighborhoods, and the community's brand.

Edmond has a stable framework for supporting locally owned and operated businesses. These businesses are vital to our community because much of their social and economic activity stays in Edmond where it creates value that is difficult to generate in other ways. There are opportunities for Edmond to continue to strengthen the framework to make it easier for independents to do business in Edmond.

Our community is very fortunate to have a strong public education system anchored by the Edmond Public Schools District and the University of Central Oklahoma. A strong economy relies on a strong public education system. That system provides stability for supporting innovation which helps create value that, in turn, supports a strong local economy and the self-reinforcing cycle contiues.
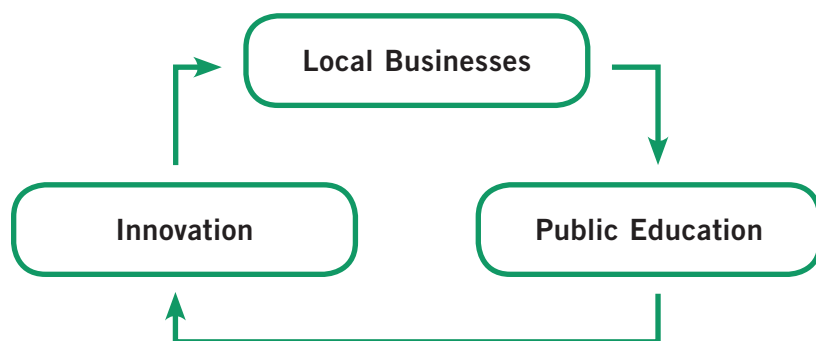

Figure 7.2: Virtuous cycle of strong local economy

Strong neighborhoods characterized by diverse housing stock, strong social connections, convenient transportation options, and supporting neighborhood commercial activity are vital to creating communities that support a resilient economy. Vibrant neighborhoods are places where long-time residents, new arrivals, and everyone in between feels welcome and has an opportunity to contribute to that vibrancy. There are opportunities throughout Edmond for neighborhood revitalization, and investing in these places will benefit not only the people who want to live in those areas, but also the economic vitality of the broader community.

Much like any successful organization, Edmond cultivates its brand – "A Great Place to Grow" – by continually striving to improve our public services and quality of life. The City has direct responsibility for several components that contribute to our community's brand including simple and predictable processes for customer service and land development, providing excellent public safety and emergency response services, care and growth of the urban canopy and environmentally sensitive areas, maintenance and provision of excellent utilities and infrastructure, and convenient high-quality public recreation opportunities.

A strong reputable brand helps provide assurances, not just to residents, but businesses as well that Edmond is committed to continually improving so that we can all take pride in calling Edmond "home".

7.6 Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, recommendations, and actions – to one another. The Goals related to economic development are shown below and reflected throughout the plan, including plan implementation.

Designation	Goal
GED01	Edmond will be a place that embraces and supports locally owned and operated businesses.
GED02	Edmond will be home to a wide variety of employment opportunities that are sensitive and appropriate to their locational/district context.

CHAPTER 8 | Parks & Recreation

8.1 Overview

A community's quality of life is determined by many cultural and natural dynamics. Parks, greenways, and open spaces are an important contributing factor to those dynamics by creating a network of social, recreational, and educational activities throughout a community. Based on recommendations from Plan IV, Edmond completed a Parks and Recreation Master Plan in 2013 (found here) which provided recommendations and an action plan for Edmond's park system. Key takeaways include an inventory and assessment of the current parks and a projection of future park needs as summarized below. Priority recommendations from the Parks and Recreation Master Plan include building additional multi-use trails and multi-sport practice facilities, establishing areas for community gardens, creating a nature park, adding specialized uses (dog parks, extreme sports areas), creating stronger partnerships with Edmond Public Schools, and creating new neighborhood parks. Edmond is fortunate to have a dedicated funding source for parks and recreation improvements and as such many of the recommendations from the master plan are completed or underway.

Table 8.1: Existing Park Inventory in Edmond*

Park Classification	Service Area (radius)	Size Range	No. in Edmond	Examples
Mini Park	1/4 mi.	0.1 – 1 acre	4	Clegern Park, Johnson Park
Neighborhood Park	1/2 mi.	1.5 – 15 acre	13	Brookhaven Park, Kelly Park, Carl Reherman Park
City Park	3 mi. (multiple neighborhoods)	25 – 375 acres	3	Hafer Park, Bickham-Rudkin Park
Regional Park	>10 mi.	Large	4	Central State Park, Edmond Park
Special Use	NA	NA	10	Festival Marketplace, Kickingbird Golf Course, Pelican Bay

Table 8.2: Projected Need for New Parks in Edmond*

Park Classification	Acres Needed to Meet Standard	Minimum No. of Parks Needed to Meet Standard
Mini	25 – 53	25
Neighborhood	63 – 181	4
City	108 – 666	2

*summarized from the Parks and Recreation Master Plan, 2013 pages 65-67

Neighborhood parks are the most frequently needed park type in urban areas. They often become treasured community assets and provide many direct and indirect benefits to the neighborhoods they serve. There is an opportunity in Edmond to improve our neighborhood park profile. Currently almost 27,000 (70%) of Edmond households are located outside a service area of a public neighborhood or mini park. Some of these areas may have access to a private open space that acts as their park. The figure below shows those areas that are outside of the recommended service area for neighborhood parks.

Neighborhood Park Service Areas

Housing outside Neighborhood Park Service Area
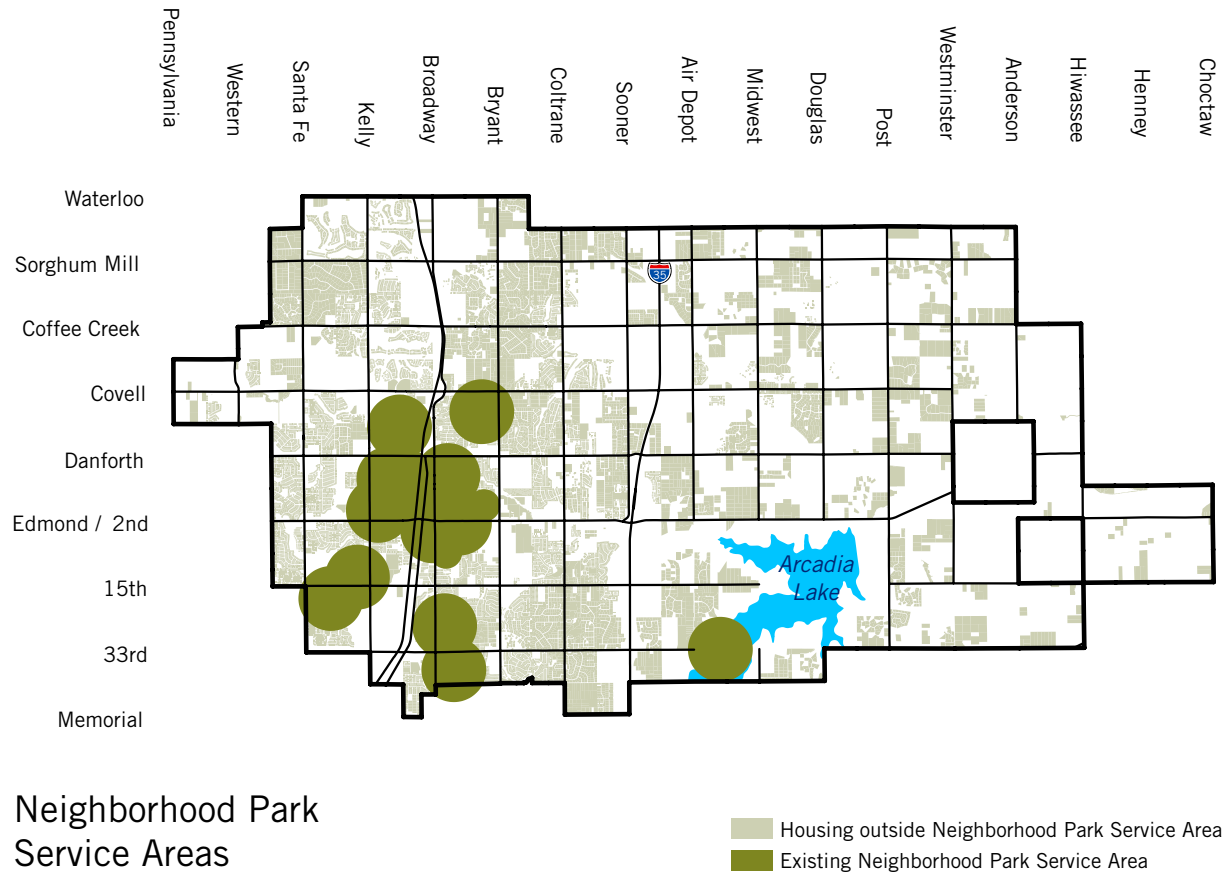Existing Neighborhood Park Service Area

Figure 8.1 shows both the current service area for public mini and neighborhood parks and the 26,700+ households that exist outside those service areas.

8.2 Goals

It is vital that Edmond Plan, 2018 include goals that are relevant and provide a useful means to align the various plan components – challenges, assets, visions, policies, recommendations, and actions – to one another. The Goals related to parks and recreation are shown below and are designed to help implement priority recommendations from the 2013 Parks and Recreation Master Plan.

Designation	Goal
GPR01	Edmond will protect and preserve valuable open spaces that support a healthy built environment and enhance our quality of life. These park lands will be developed, operated, and maintained in a manner responsive to the cultural, natural and environmental qualities of the land, promoting environmental conservation and awareness, providing safe and barrier-free accessibility while supporting multiple active and passive uses.
GPR02	Edmond will create and maintain parks, greenways, and open spaces which form a connected network of social, recreational, biological, and educational assets throughout the city.

CHAPTER 9 | Implementation

The City has several tools available to help implement Edmond Plan, 2018. These tools are summarized below followed immediately by the actions and recommendations designed to implement Edmond Plan, 2018 by capturing key opportunities and leveraging our assets.

9.1 Implementation Tool Types

Regulations: Cities have the power to protect health and welfare by creating rules governing land use. These regulations must be in conformance with Edmond Plan, 2018.

Policies or Procedures: The City can decide to take actions related to its own operations and/or administration by articulating policy language. These items are typically implemented immediately and become integrated into the way the organization conducts business.

Projects: There are several projects that are important to implementing Edmond Plan, 2018. There are two main types of Projects 1) those that are needed to provide detailed analysis and recommendations about a specific topic or system, and 2) those that create, establish, or build public assets, programs, or products.

9.2 Actions and Recommendations Table

The Actions and Recommendations table below includes references to goals, the primary type of implementation tool, the departments and agencies that should be involved, and a start-by date indicating the urgency, effort, or sequencing of the action or project.

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR101	NA	Edmond Plan, 2018 should be reviewed regularly and modified if appropriate to ensure that it remains relevant and useful.	Policy or Procedure	Lead: Planning	2019
AR102	NA	Edmond Plan, 2018 should be integrated into the development application review process.	Policy or Procedure	Lead: Planning	2019
AR103	NA	Development-related ordinances, incentives and programs should be reviewed regularly to ensure conformance with Edmond Plan, 2018.	Policy or Procedure	Lead: Planning	2019
AR104	NA	Professional and technical resources such as traffic studies, and other reports should be utilized to ensure an accurate representation of development-related impacts.	Policy or Procedure	Lead: Planning Engineering	2019
AR105	NA	Development-related decisions should include all relevant disciplines and departments.	Policy or Procedure	Lead: Planning Engineering Public Works Urban Forestry Water Resources Edmond Electric Edmond Public Schools UCO EEDA SPRT	2019
AR106	NA	Recurring training and discussions about Edmond Plan, 2018 should be established for City Council, Planning Commission, the Central Edmond Urban District Board, Board of Adjustment/Appeals, Capital Improvement Projects Advisory Board, and any other board, commissions, or committees who routinely advise on or make development-related decisions.	Policy or Procedure	Lead: City Manager's office Planning	2019
AR107	NA	Incorporate relevant indicators/metrics into the long-range planning maintenance process.	Policy or Procedure	Lead: Planning	2019
AR401	GLU01	Support proposals that integrate commercial uses into the community by using sound and attractive site and building design to contribute to a sustainable, walkable environment.	Policy or Procedure	Lead: Planning	2019

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR402	GLU05 GLU08	Locate and design schools, parks and community facilities with easy access to nearby residential areas especially in the following Plan Categories: • Suburban 1 (S1) Neighborhood • Suburban 2 (S2) Neighborhood • Suburban Infill • Urban Neighborhood • University Neighborhood • Village • Mixed Use Campus • Transit District • Urban Center and • Downtown Core	Policy or Procedure	Lead: City Manager's office Edmond Public Schools UCO	2019
AR403	GLU05 GLU08 GLU09	Improve streetscape design standards and continue to use and strengthen maintenance programs that maximize optimal tree growth and canopy development.	Policy or Procedure	Lead: Urban Forestry Planning	2019
AR404	GLU03 GLU09 GTR01 GUT01	Catalyze redevelopment, rehabilitation, and infill in locations that have experienced long-term disinvestment and deferred maintenance but are strategically significant because they have good access to community assets and/or are in close proximity to recent re-investment activity, by: • Ensuring that existing infrastructure is maintained to the highest standard and has sufficient capacity for increased intensity. • Improving connections – physical and social – to civic assets such as parks, schools. • Providing the highest levels of public services such as public safety and community image. • Improving the transportation network. • Improving the development review process.	Project Policy or Procedure	Lead: City Manager's office Planning Engineering Public Works Water Resources Parks and Recreation	2019

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR405	City Strategic Initiative 8	Strengthen the City's commitment to maintaining high-quality infrastructure and facilities by: • Researching, documenting, and adopting best practices for maintaining roadways and their associated infrastructure. • Establishing a program to periodically assess the condition of roads, curbs and gutters, sidewalks, drainage swales, and other City assets associated with the right-of-way. • Establishing minimum assessment values for each roadway type and location. • Aligning the budget and staffing priorities to address areas that do not meet the minimum and need improvement. • Creating and funding by FY2025 a maintenance reserve fund that contains 10% of the City's total facility value. These funds should be used to repair, rehabilitate, and improve existing facilities.	Policy or Procedure	Lead: City Manager's office Public Works Engineering Finance Planning	2019
AR406	GLU01	Strengthen the relationship with Edmond Public Schools to address topics such as site selection, school facility expansion and site design, and shared recreational and community spaces.	Policy or Procedure	Lead: City Manager's office Parks and Recreation Planning	2019
AR407	GLU06 GLU07	Create an education and outreach program for properties near the urban-wildland interface that shows best management practices derived from the National Fire Protection Association's Firewise USA program.	Project	Lead: Fire Planning	2020
AR408	GLU01 GLU02	Based on the recommendations of the long-range housing demand study (AR440), address emerging concerns with aging apartment complexes such as maintenance, aesthetics, tenant safety, access to open space, access to the transportation network, etc.	Policy or Procedure	Lead: Planning Fire Police	2021
AR409	GLU06	Create a program for preserving and caring for mature trees that includes identification, recommendations, guidelines, technical assistance, and proactive outreach.	Project	Lead: Urban Forestry Planning	2019

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommenda-tion	Tool	Departments and Agencies	Start-by
AR410	GLU01 GLU03	Strengthen the relationship between the City of Edmond and the University of Central Oklahoma by cooperating on the redevelopment of the University Avenue corridor..	Policy or Procedure	Lead: City Manager's office Planning Engineering Public Works Urban Forestry	2019
AR411	GLU02 GLU03 GLU09	Incorporate CPTED (Crime Prevention Through Environmental Design) techniques to improve safety and security for residents and visitors.	Project Regulation	Lead: Planning Police Site Plan Review Team	2020
AR412	GLU01 GTR01 GTR02	Require developments that include private infrastructure to provide the financial capacity to maintain that infrastructure in perpetuity.	Policy or Procedure	Lead: Planning Finance Engineering City Attorney's office	2019
AR413	GLU01 GLU07 GUT04	Conservation/sensitive areas, such as flood plains, remnant forests, and native prairie should be maintained in a natural state and embraced as an asset to nearby uses.	Policy or Procedure Regulation	Lead: Urban Forestry Planning Engineering	2019
AR414	GUT04 GPR01 GPR02	Continue to implement recommendations from the 2012 Green Infrastructure Report and Recommendations, including: • Update Sensitive Area analysis and incorporate findings into plan amendment process. • Analyze city ordinances for barriers to low impact development practices. • Strengthen the relationship between the City and local land conservancies.	Policy or Procedure Regulation Project	Lead: Planning Urban Forestry Engineering Non-profit land interests/trusts	2019
AR415	GLU01 GLU07	Coordinate with appropriate government entities including the local school district, city, county, state and federal agencies (including U.S. Army Corps of Engineers) to help them comply with Edmond Plan, 2018, landscaping rules and guidelines, and other provisions, guidelines, and policies.	Policy or Procedure Regulation	Lead: City Manager's office Urban Forestry Engineering Planning	2019

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR416	GLU09	Continue to implement recommendations from the 2014 Downtown Master Plan, including: • Improving parks and open spaces • Pursue the "catalytic projects" • Improve Ayers Avenue to increase safety for people walking, cycling, and riding	Project	Lead: Planning Engineering Parks and Recreation Downtown Edmond Business Assoc.	2019
AR417	Visions	Strengthen the Community Connections program to clarify its purpose, specify when and where it applies, and provide valuable data to applicants.	Project	Lead: Planning	2019
AR421	GLU07 GPR02	Enhance urban forest resources by properly protecting and managing the Urban Tree Canopy and implementing the recommendations from the Urban Tree Canopy Report.	Program	Lead: Urban Forestry Planning	2019
AR424	GUT03 GLU07	Do not support development applications that propose modifications to the 100-year flood plain.	Policy or Procedure	Lead: Engineering	2019
AR425	GLU01 GLU07 GUT04	Modify codes to protect ecologically sensitive areas and leverage them to enhance the built environment. Evaluate requirements for passive and active open spaces in developments that include more than 30 dwelling units at final buildout.	Regulation	Lead: Planning Urban Forestry Site Plan Review Team	2020
AR426	GLU01 GLU02 GLU03	Update and improve design standards to maximize compatibility of the built environment related to site design including items such as building height and mass, setbacks, landscaping, lighting, hours of operation, signage, entry/access, materials, parking, and circulation.	Regulation	Lead: Planning Site Plan Review Team	2020
AR427	GLU10 GED02	Review and update the I-35 corridor boundaries and design standards to require context sensitive development, maximize economic opportunity, improve community health and wellness, and simplify the development process.	Regulation	Lead: Planning Building Engineering EEDA Chamber of Commerce	2020
AR428	GLU02 GUT03	Modify City ordinances regarding design/dimensional standards to include maximum lot coverage ratios.	Regulation	Lead: Planning Site Plan Review Team	2019

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR429	GLU06 GLU09	Update landscape regulations to reduce discrepancies between the requirements associated with the Urban District, for example, the percentage of a site that is landscaped, parking area landscaping, and streetscape requirements.	Regulation	Lead: Urban Forestry Planning	2019
AR430	GLU01 GLU02	If supported by the long-range housing study (AR440), modify Title 22 to allow appropriately sized and designed secondary and accessory dwelling units in appropriate districts to improve diversity, affordability and efficiency of area neighborhoods.	Regulation	Lead: Planning Site Plan Review Team	2022
AR431	GLU04 GTR01 GTR02	Based on the recommendations of the multimodal transportation study (AR501), modify Title 21 to require street designs to enhance neighborhood walkability and limit cut-through traffic. Narrow streets, tee-intersections, roundabouts, on-street parking, and street trees are examples of some of the design practices that can be used.	Regulation	Lead: Engineering Planning	2022
AR440	GLU01 GLU02	Complete a long-range housing demand study designed to project our community's demand for various housing types and assess our existing regulations and processes for barriers to meeting the projected demand.	Project	Lead: Planning Building Engineering	2020
AR441	GLU03 GLU08	Complete a parking assessment/study designed to evaluate: • Ordinance-required space ratios including whether those ratios should be different in different locations or Plan Categories; • Management approaches especially for public parking; • Thresholds that should be used to signal when additional public parking or parking management approaches are needed; and, • Strategies to guide redevelopment or infill of existing parking lots.	Project Regulation Policy or Procedure	Lead: Planning Engineering Urban Forestry	2021

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR442	GLU01 GLU03 GTR01 GTR02	Complete neighborhood plans that use short-term, relatively simple tasks to make incremental improvements for locations that could benefit from additional focus including: south Broadway corridor (city limits north to approximately 5th St); Boulevard corridor (15th north to Danforth); Route 66; neighborhoods surrounding the downtown core and UCO.	Project	Lead: Planning Multiple as needed	2020
AR450	GLU04 GLU05 GLU06 GTR01 GTR02 GUT01 GUT02 GPR02	Complete a study that evaluates the costs and benefits associated with various development patterns especially in areas that are currently undeveloped, sparsely developed, and/or do not have access to public water and/or sewer. The study should include several development alternatives or scenarios and recommended actions associated with each.	Project	Lead: Planning Public Works Water Resources Engineering Police Fire Parks and Recreation	2020
AR501	GTR01 GTR02 GTR03 GTR04 GTR05	Create Multimodal Transportation Plan	Project	Lead: Planning Engineering Police Fire Public Works Parks and Recreation	2020
AR502	GTR02	Secure trail easements through the development review process.	Policy or Procedure	Lead: Planning Engineering	2019
AR503	GTR01 GPR02 PRMP	Identify and create or construct important trail connections. These projects connect existing trail components to one another and to nearby uses which create an integrated network designed to contribute to diversifying the transportation system. This should be done in concert with the Bicycle Master Plan (amended August 2018).	Project	Lead: Engineering Parks and Recreation Planning Public Works	2019
AR504	GLU01 GTR01	Based on the multimodal transportation plan (AR501), update street design standards to reflect intensities and character described in the Plan Category(ies).	Project	Lead: Engineering Planning	2021
AR525	GTR01 GTR02	Based on the multimodal transportation plan (AR501), update Title 21 to clarify how streets are classified and how different land uses should connect to them.	Regulation	Lead: Planning Site Plan Review Team	2022
AR601	GUT03 GUT04	Create an education and outreach program for owners whose property lies in a flood plain that explains the importance and value of the flood plain and shows them some techniques to help maintain those areas.	Project	Lead: Engineering Planning	2020

Edmond Plan, 2018 – Actions and Recommendations

Item No.	Primary Goal(s)	Action/Recommendation	Tool	Departments and Agencies	Start-by
AR602	GUT04 GLU07	Identify methods, criterion, and/or ratings to evaluate development applications that improve the effectiveness of natural systems rather than negate, replace, or ignore them. Technological solutions should emphasize the use of nonstructural or natural engineering approaches. These approaches should be consistent with natural resources and processes and preserve and enhance the natural features of Edmond.	Policy or Procedure	Lead: Engineering Planning Urban Forestry	2019
AR603	GUT03	Protect the public investment in storm water infrastructure and rights-of-way, including high-quality maintenance of the storm water facilities and rights-of-way, control of public lands and timely upgrades and improvements.	Policy or Procedure	Lead: Engineering Public Works	2019
AR604	GUT04	Utilize design and construction standards which are environmentally sensitive, safe, cost-effective, and appropriate.	Policy or Procedure	Lead: Engineering	2019
AR605	GUT03 GUT04 GPR02	Continue to plan, construct, and improve multi-purpose regional detention facilities.	Policy or Procedure Project	Lead: Engineering Parks and Recreation	2019
AR611	GLU08 GUT02	Create an electric utility master plan that assesses the current infrastructure, provides a maintenance program that addresses any deferred maintenance conditions, and provides a capital improvement plan to meet future demand.	Project	Lead: Edmond Electric	2022
AR701	GLU01 GED02	Create a land acquisition program to provide a variety of sites for economic development activity.	Project	Lead: City Manager's office EEDA Planning	2020
AR702	GLU01 GED01 GED02	Work with local business interests to complete a local economy study that analyzes Edmond's employment and retail sectors and recommends actions to enhance our economy.	Project	Lead: Planning EEDA Chamber of Commerce City Manager's office	2021
AR801	GPR01 GPR02	Continue to implement projects and recommendations from the 2013 Parks and Recreation Master Plan, including updating the City's approach to providing neighborhood parks by improving ordinances and guidelines and partnering with allied agencies.	Policy or Procedure Project	Lead: Parks and Recreation Planning Engineering	2019
AR802	GPR01 GPR02	Create design standards for park facilities, amenities, and furnishings for maintenance efficiency.	Project	Lead: Parks and Recreation	2020

Appendix A Plan Amendments

Project	Description
[example] Project No.: ZYY-0000# Ordinance No.: #### PC Recommendation: Approval, DD MON YY CC Action: Approved, DD MON YY	[example] A private entity submitted an application to change the Plan Category from [something] to [something else] in an area near [cross street 1] & [cross street 2]. A project to extend utilities to this area has been funded and the area is appropriate for urbanization. This new urbanized area will provide valuable services and development opportunities for the larger community and help preserve and enhance the character of this portion of the city.

20
18 | **The Edmond Plan**

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